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American Railroad Journal.

New York, Saturday, April 9, 1864.

British Balance of Trade.

We have received by the late arrivals some interesting information with regard to the value of the exports and imports of Great Britain for the past year, and if arithmetical balances indicate whether a nation gains or loses by its foreign trade, then we might if we adopt a very common theory, declare that the commercial transactions of that country for the last three years have been a loss to it of many millions of dollars. Nor will the difference be made up (other than in goods, wares and merchandize of any description,) by imports of gold. Even if all the gold remitted to that country belonged to it as the price of its products, enough of it has not gone forward to equalize the import and export columns, and moreover we know that large quantities of the precious metals are sent abroad on foreign account, and held there by timid capitalists who are waiting to see what is next to happen.

We give the following abstracts from the report of the Board of Trade for 1863, and in addition give a return for the two previous years:

	Imports (exclusive of gold & silver.)	Exports.	Apparent loss.
1861	£179,248,161	£125,102,814	£54,143,747
1862	184,787,507	123,992,264	60,795,243
1863	203,826,363	146,489,763	57,336,000
Total	£567,862,031	£395,584,831	£172,277,200

According to these figures then, and in accordance with the received theory, upon which we are constantly reminded by our lugubrious cotemporaries that our own country is rapidly going to ruin, the foreign trade of Great Britain has been conducted for the last three years at a loss of upwards of eight hundred and sixty millions of dollars, about half the amount of our National war debt, accumulated during the same period. In other words, the balance of trade as appears from the official report is against Great Britain by that large amount, and its three years of peace have been nearly as damaging as our three years of war. This is the inevitable conclusion if we adopt the usual balance of trade theory.

But it may be said that this difference between the imports and exports of merchandize was made up by importations of the precious metals. But we are able to show from the same authority that this was not the case. As follows:

	Imports of gold and silver.	Exports of the same.
1861	£18,747,045	£20,811,648
1862	31,656,476	29,326,191
1863	30,030,794	26,544,040
	£80,434,315	£76,681,879

The difference between these columns is £3,752,436. In other words, all the gold and silver which Great Britain has been able to retain out of the vast amounts remitted that country, is only about eighteen millions of dollars! No one will pretend that this small sum accounts for the difference, or makes up the balance of the eight hundred millions appearing at the footing of the import and export columns above stated.

We come to the conclusion, irresistable in this case, that according to the prevailing theory of the day, the balance of trade against Great Britain for the last three years, after deducting the amount of gold and silver received and retained in the country, is almost exactly eight hundred and forty-two millions six hundred and twenty-three thousand eight hundred and twenty dollars. After all that British industry and enterprise have effected, after draining all the gold possible from the United States and Australia, the three years work has ended in this enormous loss!

We now call upon the balance of trade theorists to explain this if they can. If their positions are correct, then England is rapidly losing by her foreign commerce; if they assert that the difference is in fact a profit, as some of the English papers would like to believe, then the theory is untrue. If a profit, then we may claim for the United States that we are making money rapidly by our foreign commerce, for in 1863-'64, our imports were $147,687,791, and our exports $116,540,756, (exclusive of specie,) showing by the same rule that we have made a profit of $31,147,035.

Nor will it answer to give another explanation as regards this difference of imports and exports, which we find in a Liverpool paper evidently confounded by its own figures, viz., that the difference may be attributed to the circumstance that much of the imports are British property coming from British possessions. This would, however, account for but a very moderate portion of the imports; the largest and best part of the trade being with the United States and South America, and so far as it goes amounts to nothing, for profits made in Australia or Canada, enure to the benefit of those countries precisely as much as if they were foreign possessions. We therefore for the present leave these facts to be explained by that school of political economists who have two ideas with which they are forever combatting their weak brethren, and we must admit often to their discomfiture—Bullion and balance of trade.

Some other features in the report of the Board of trade are worthy of notice. There has been the last year an increase in the exports of the following articles:

Manufactures of wool and worsted stuffs	£350,000
" linen and linen goods..	100,000
" cotton	1,200,000

Among the other exports the increase stands in round numbers:

Manufactures of silk	£35,000
Haberdashery and millinery	83,000
Metals	240,000
Hardware and cutlery	40,000
Glass	11,000
Earthenware and porcelain	6,000
Coal, cinders, &c	53,000
Carriages, railway and others	16,000
Beer ale	35,000
Empty bags	31,000

There is a decrease in the following items:

Apparel and slops	£21,000
Firearms (small)	122,000
Machinery, steam engines	36,000
Wrought iron	28,000
Thrown silk	10,000
Twist and yarn	11,000
ugar	36,000
Woollen and worsted yarns	66,000
Woollen clothes of all kinds, &c	20,000

It is especially to be remarked that the exports of cotton manufactures to most of the continental markets are diminishing in quantity. France, Portugal, the Neapolitan dominions, and the Austrian territories are the chief exceptions. Even some of the South American Republics have taken reduced amounts. The cotton growing countries are those from which the greatest inquiry has been experienced: the increased export to India amounts to 400 per cent., and to the British West Indies to 100 per cent. China has taken goods representing 100 per cent. increase over the export thither in January, 1863. The demand for Brazil has increased 325 per cent.

The imports of goats' hair and wool have decreased two millions of pounds.

In regard to the substitutes for cotton two very important facts appear. That the demand for flax has not led to an adequate increase in the supply, was shown by the returns lately issued by the Board of Trade for the past year. Those now published for the first month of 1864 seem to indicate that the stocks of wool have become much reduced. As the cultivation of flax is expensive, there is strong probability that it will not be extended on a scale equal to the present rate of consumption, and it is quite as likely that the production of wool will not keep pace with the want now experienced.

Abroad, wool has been greatly used where cotton was formerly employed. Blankets, coverlets, rugs, and many similar articles, were manufactured abroad of coarse cotton, but woollens are now almost universally substituted. The arrivals of cotton, as reported in the returns, are small, but greater quantities are expected this season. In beet root sugar there has been a large falling off. So also in coffee and prices have advanced.

The return for the year relating to navigation are chiefly remarkable for the falling off in the tonnage and in the number of vessels of the United States. The total tonnage entered in the year 1862 was 10,740,090 tons, and in 1863 11,137,946. The total increase is 400,000 tons. The decrease in American is 480,000 tons and 646 vessels. The increase in English ships is 1,417, with 700,000 tons, and that in the tonnage of foreign other than American 180,000 tons. The English ships cleared out outnumber those of the previous year by 560 and 552,000 tons. The vessels cleared out belonging to the United States of America are fewer by 545, with tonnage 455,000 tons.

We have thus given our readers some idea of the condition of British Foreign Commerce formed from official documents. They are suggestive of the following considerations. May not the theory of the balance of trade be without the usual foundation given to it by our political economists. Is not Great Britain getting rich in spite of the larger balance exhibited against it on the Great Ledger.

Of what value then is the croaking, what truth in the disparagement, what sense in the wailing which we observe just now in those journals which seem to have but the single idea, that the times are out of joint. "O cursed spite that only they were born to set them right."

Northern Central Railway.

The earnings of this road for the fiscal year ending December 31, 1863, was as follows:

From freight and tolls	$1,263,561 00
" passengers	592,676 50
" U. S. mails	26,100 00
" express	50,932 79
" troops (collected)	122,375 19
" " (uncollected)	185,364 11
" rents	6,870 09
" individuals and companies	49,438 83
" sundry sources	10,129 79
	$2,307,448 30

The expenses were:

Conducting transport'n.	$456,494 62	
Motive power	447,207 60	
Maintenance of cars	300,076 40	
" way	449,868 31	
General expenses	33,220 48	
		1,686,867 41
Balance net earnings		$620,580 87

The total receipts of the Northern Central railway, including Wrightsville branch, for the year were $2,122,084 19; and the working expenses, $1,686,867 41—leaving net revenue, $435,216 78.

The principal expenditures, in addition to working expenses, have been:

Payment of interest on funded debt	$295,500 00
Instalments for the year on sinking fund	35,000 00
Purchase of real estate in Baltimore	105,063 52
Construction main line	174,470 06

The working expenses of the road as shown by the above statement, have been 73.1 per cent. of the receipts. This, however, includes the following items which do not properly belong to working expenses, are extraordinary, but should be continued until the road is in perfect order and fully equipped.

4 new locomotives	$46,865 00
New passenger, baggage, express and freight cars	158,690 69
Partial renewal of bridge destroyed	55,000 00
	$260,555 69

Which would reduce the working expenses to 61.81 per cent. of the earnings, showing an increase over the expenses of the preceding year of 10.1 per cent. This increase is to be attributed to the advance in price of labor and materials of every description, and might have been met by a corresponding increase of rates on transportation had your managers not deemed it due to the interest of the City of Baltimore to keep the rates so as to attract trade to Batimore, which under a different policy might have been sent to other cities.

At the last annual meeting, in the report then submitted to you, the propriety of continuing the second track north from Relay upon its completion to that point was suggested, and a resolution passed sanctioning that policy. The Board has ordered the laying of the second track as far north as Parkton, 29 miles from Baltimore, which we hope to have completed during the present year. This has become a necessity to the safe and economical management of the trains, and every effort should be made to have it completed at an early day. The laying of the track is finished to Relay, and the track graded to Cockeysville. The ballast is being distributed, and the iron contracted for, we hope to have it in running order to that point by the first of June, when it is our intention to pu on an additional train to accommodate the local trade which is rapidly increasing, and is of such a character that the utmost promptness is requisite and cannot be satisfactorily done by our through trains, which are now overloaded and are frequently detained by the numerous connections we make with other roads between Buffalo and Baltimore. It has been customary to discontinue the local trains during the winter season, until last year, when the experiment of running a train during the entire year was tried and found to succeed so well, that a second train placed on the road last spring has been continued during the present winter. The revenue from this local passenger business in December last, showed an increase of 20 per cent. on the revenue from the same business, over the corresponding month of the preceding year. It is the intention of the Company to provide every necessary facility for this local travel, and we do not doubt but that the revenue derived therefrom will in a very short time suffice to pay the increased expenses.

We regret that we cannot report any progress upon the Canton Extension. The work has been delayed, not by the desire of the Company, for we are convinced that after the termination of the war a large tonnage of Coal may be shipped from Baltimore, which otherwise will be shipped from the Delaware, or some point on the lower Susquehanna, thereby depriving this road of the profit in the carrying of the Coal from Harrisburg to Baltimore, and the City of Baltimore also, the profit arising from the trade. It has been interfered with by circumstances entirely beyond the control of the Company, and growing out of a difference of opinion as to the validity of a supplement to the ordinance of the City of Baltimore of 1854, and which the City Council made an effort to correct by an ordinance passed in 1862. The Mayor of the City interposed his veto o this. Too late, however, in the opinion of the Counsel of this Company, to prevent its becoming a law. As he objected to it, it was thought that if an attempt was made to proceed with the work it would lead to litigation between the City and Company, which it was desirable to avoid. The Council again passed an ordinance in September, 1863, which was also vetoed by the Mayor, for reasons which he gave in his message and which we are assured were founded not upon any desire to prevent the completion of the line to Canton, but upon the erroneous impression which had become prevalent in this City, that the Company did not intend to construct the line, but was only desirous of having the time for its completion postponed. A committee of the Board has lately had several interviews with Mayor Chapman, and at his suggestion a new route is being surveyed, which he thinks will be more advantageous to the City than the one fixed upon by the Company, and less expensive to build. After the survey and estimated cost of both routes are completed, we hope to be able to make such arrangements with the city authorities as will enable us to proceed with the work and insure its early completion. Not anticipating the delay just referred to, we purchased and paid for a considerable amount of Real Estate in Baltimore, to secure the right of way for the line to Canton and Calvert Station, and for the increase of our depot and siding facilities. So far, we have not been able to make use of these purchases, but they when made available will be of great benefit to the Company, by enabling us to receive and discharge freight more promptly than our limited space will now permit.

The following resolution was unanimously passed at the last meeting of the Stockholders:

Resolved, That the incoming Board are hereby authorized, if they deem it judicious, to lease the road and property of the Shamokin Valley and Pottsville Railroad Company, and to make such arrangements, leases and contracts as in their judgment may be needful to secure a perfect line, with a policy in harmony with the interests of the Company between Baltimore and Lakes Erie and Ontario.

Acting in accordance with this resolution, your board have leased for 999 years, the Shamokin Valley and Pottsville Railroad, and the Elmira and Williamsport Railroad upon terms, which at the time were considered favorable, and for the purpose of ascertaining the propriety of our action in this matter, we have had the accounts of the two leased roads kept accurately and independent of those of the main line. The result has been satisfactory.

The gross receipts of the Shamokin Valley and Pottsville Railroad from February 1, 1863, the date at which we took possession of the road, until December 31, 1863, were $144,728 17
The expenditures $57,615 63
The rental 60,856 58
188,472 21

Leaving a net balance of..... $26,255 96

Being over 3 per cent. on the entire amount of the capital stock of that road.

The gross receipts of the Elmira and Williamsport Railroad from the 1st of May to the 31st of December, 1863 .....$297,391 04
Amount due from the U. S. uncollected 37,399 47

Total earnings $334,790 51
Expenses $224,421 88
Rental..... 108,000 00
332,421 88

Showing a surplus of $2,368 63

In addition to the leases just referred to, and in order to fully carry out the wishes of the stockholders in reference to the control of a complete line to the lakes, we have entered into a contract with the Erie Railway Company of the State of New York, for the operation of the Baltimore and Philadelphia trade over the Buffalo, New York and Erie Railroad (which has been leased by the Erie Railway Company) from Buffalo and Rochester. As to the loss or gain growing out of this contract, we are not able to give any accurate statements, owing to our not having received full reports of the receipts and expenditures from the Erie Railway Company, who have the control of the accounts.

The business of all the roads under our control or that we have an interest in by contract, has been limited by our inability to move any more trains over a single track, showing the necessity of our extending the double track in justice to the trade dependent upon our line for an outlet to market, and in justice to the State of Maryland and the City of Baltimore, from both of which the road in its early history received many liberal favors.

It is due to the stockholders as well as to the operating officers of the road, that some reference should be made to the numerous delays that have occurred during a portion of the year. Upon a thorough investigation, we find that there has been no want of ability or energy upon the part of the officers in charge of the transportation, maintenance of way and machinery departments in the discharge of their duties, and believing that the men in their employ have been industrious and faithful, we think the delays are to be attributed to the fact, that the officers in endeavoring to accommodate the business of the Government, which at times has been very heavy, together with the local traffic, have taxed the road and its equipment beyond its capacity, and so long as the war continues we shall be subject to the same annoyances.

We cannot close this report without a reference to our non-compliance with the resolution passed at your last meeting, recommending the Board to decline a dividend out of the profits of the last year of 6 per cent. on the capital stock. We have not done so, because upon entering upon the present year, to fully carry out your wishes with regard to the improvement of the company's property, we made arrangements to have a large amount of work done upon the road, including new bridges and extension of double track and sidings; made contracts for a large supply of shop and road materials, anticipating an advance in prices and difficulty of obtaining them when wanted for use, and for the increase of our rolling stock, so as to obtain sufficient for the wants of the trade, in which, notwithstanding the large amount purchased, we are still far short, expecting after making these heavy contracts, that we should have a sufficient revenue left to make a dividend on the capital stock which would be satisfactory to all parties interested. But our expectations were frustrated by the Rebel invasion in June and July last, when the actual loss of trade in those two months amounted to $108,792 83, sufficient to have made a dividend such as you recommended, independent of the loss sustained by the destruction of the bridges on the main line and Wrightsville Branch, thirty-three in number.

We could not have declared a dividend after having arranged for the heavy expenditures just referred to, without creating a floating debt, which you would have condemned. It would be well in this connection, to say that the cost of building the road having been materially increased by a large part of the payment therefor being made in bonds at par, irrespective of their depreciated market value at the time of payment, it is proper that this extra cost should be liquidated by applying a corresponding amount of the sum now appearing to credit of profit and loss before any stock dividend can be made.

The General Superintendent in his report recommends an expenditure of $1,500,000, as requisite to place this road and its equipment in the condition necessary to do the business now offering, and for the trade of uncompleted connecting roads. We would recommend that his suggestions be adopted, as there scarcely can be a doubt but that the true interests of the road as it now exists, from Buffalo to Baltimore, will be best secured by putting it in such good condition as will enable it to compete successfully with other roads for the great trade of the lakes.

During the year there have been transported northward 255,875 passengers, travelling an average distance of 45.2 miles, equal to 83,869 through passengers; and southward 215,677 passengers, an average distance of 44.9 miles, equal to 70,045 through passengers. Of the above, 276,846 were local passengers, an increase of 67,855, and from connecting roads 194,706, an increase of 51,165.

Of the 762,735 tons of freight moved during the year, 563,538 tons were in the cars of the company, and 199,197 tons were in the cars of individuals; a total increase for the year of 111,717 tons.

The engine mileage for the year was 1,012,096 miles, at a cost of 9.66 cents per mile, an increase of 69,538 miles run, at an additional cost of 1.1 cent, or 13.5 per cent., hauling 20 per cent. increased tonnage.

The equipment of the road consists of 53 locomotives; 29 passenger, 3 baggage, 9 baggage and mail, 5 express, 687 freight, 947 coal, 159 lime and lumber, and 8 tool and drover cars. Two engines worn out or destroyed have been replaced by new ones. Contracts have also been made for ten first class freight engines, two of which were delivered in March, and two are to be delivered each month until the contract is completed. Contracts have been made for 225 house freight, 215 gondolas, and 200 8-wheel coal cars, to be delivered previous to Sept. 1st; also for 11 first class passenger cars; and it is proposed to build two baggage cars in the company's shops. The equipment added during the year has been 4 passenger, 1 baggage, 4 express, 102 house freight, 135 gondolas, and 20 stock cars. There have been renewed 8 passenger, 2 baggage, 73 house freight, 1 stock, 15 gondolas, and 118 coal cars, all worn out.

There have been used in repairs of track, 4,007 tons of 64 lb. rail, 42,344 cross ties, 16,446 chairs, and 141,248, lbs. spike.

The receipts and expenditures of the company during the year have been as follows:

Balance cash assets Dec. 31, 1862 ..	$777,349 07
Earnings main line and branch.....	2,122,084 19
" Shamokin division	144,728 17
" Elmira division.....	297,391 04
Interest on bonds, debt and stock of W. Y. & G. R. R. Co.....	7,555 03
Interest on bonds of L. & B. R. R. Co.	2,755 83
" " N. C. R. R. Co..	698 40
" " S. F. investm'nts	15,476 00
	$3,368,037 73
Expenses main line and branch....	$1,686,867 41
" Shamokin division.....	57,615 63
" Elmira division	224,421 88
Interest on funded debt.....	295,500 00
Interest, discount and exchange....	29,024 80
Interest W. Y. & G. R. R. Co.....	4,570 82
Dividends " "	6,341 00
Interest S. V. & P. R. R. Co.....	44,916 66
Dividends " "	15,939 92
Interest E. & W. R. R. Co.....	62,666 67
Dividends " "	47,500 00
Construction main line.....	174,470 06
" Canton extension.....	1,020 41
" Elmira division.....	581 00
Real estate main line	105,063 52
" Elmira division.....	100 00
Sinking funds	50,463 50
Second mort. bonds redeemed	300,000 00
Balance of Assets Dec. 31, 1863....	260,974 45
	$3,368,037 73

The equipment of the Elmira division consists of 16 locomotives; 7 passenger, 3 baggage, 96 freight, 541 coal, and 7 caboose cars. The mileage of engines was 196,907 miles, at an expense of 7.51 cents per mile for repairs. The number of passengers transported for the eight months was 26,655 northward, an average distance of 51.8 miles; and 26,943 southward, an average distance of 57.3 miles. The number of tons of freight moved was 117,968. The condition of this road was anything but satisfactory, and has required extensive renewals. One thousand tons of new rails have been put on the road, many new ties, and nearly every water station has been overhauled, and one new tank built; nearly two miles of new iron pipe have been laid in place of defective wooden pipe. Fourteen of the engines are modern built truck engines, but too light for the grades of the road, and two of the engines may be called useless. The freight cars are in fair order. The coal cars will require very extensive repairs, 60 of which are now out of service. One passenger car has been entirely rebuilt, two are running but require a general overhauling, and the remaining four are condemned as unfit for service. Two baggage cars are laid up for rebuilding. It will be necessary to expend the entire receipts of the road over rental and operating expenses in the general improvement of the road and equipment.

The equipment of the Shamokin division consists of 5 locomotives; 1 passenger and baggage, 5 freight, 39 lime and lumber, and 439 coal cars. The engine mileage was 40,476 miles at a cost of 9.71 cents per mile run. The tonnage was: through, 1,778; local eastward, 173,877; do., westward, 148,942—total, 324,597 tons. The con-

dition of this road on Feb. 1, was most excellent, and has been fully maintained during the year. The only limit to the tonnage of this road, holding a large portion of one of the anthracite coal fields of the State, is a want of facilities for its movement. By early summer the Northern Central will have more than doubled its coal equipment for this trade, and it is hoped that prompt transportation can be furnished for all tonnage offered.

CONDENSED BALANCE SHEET.

Construction—main line		$7,175,518 30
" Canton extension		318,399 09
" Elmira division		581 00
Real estate—main line		421,646 04
" Elmira division		100 00
Equipment		774,568 00
		$8,690,812 43
Sinking funds		300,103 13
Cash	$229,611 85	
Post office department	9,767 50	
Bills receivable	1,000 00	
Due from agents, etc.	178,107 50	
B'ds W. Y. & G. R.R. Co.	52,000 00	
Debt " "	24,180 43	
Stock " "	125,765 87	
Bonds L. & B. R. R. Co.	70,700 00	
" N. C. R. R. Co.	7,000 00	
Stock " "	216,750 00	
U. S. 5-20 coupon bonds	5,000 00	
Materials and supplies	271,050 72	
U. S. balance military transportation to Dec. 31, 1862	164,383 44	
		1,355,316 81
		$10,346,232 37
Capital stock		$2,260,000 00
Loans secured by mortgage (see Bond List)		4,850,000 00
Debt to City of Baltimore		850,000 00
Bills payable	$182,610 83	
Interest coupons	92,537 66	
Pay rolls	99,480 14	
Vouchers	249,989 71	
Div. W. Y. & G. R.R. Co.	3,408 29	
Foreign roads account to Dec. 31, 1862	225,892 02	
Balance of loan of 300,000, not presented	7,100 00	
nterest and dividends, S. V. & P. R. R. Co.	27,662 08	
ndividuals and corporations	5,661 63	
U. S., advance for military transportation, furnished principally in 1863	200,000 00	
		1,094,342 36
Profit and loss account		1,291,890 01
		$10,346,232 37

President.—J. D. CAMERON.
Vice President.—C. G. MILLER.
Secretary.—ROBERT S. HOLLINS.
Treasurer.—JOHN S. LEIB.
Auditor.—STEPHEN LITTLE.
General Superintendent.—J. N. DUBARRY.

Commerce in the Sandwich Islands.

The prosperity of the Sandwich Islands is steadily on the increase. During the year 1863 he imports amounted to $1,175,492 25, and the exports to $1,025,852 74. In 1861 the imports were: $761,109 57; exports, $659,774 72—showing a difference in the exports of $366,078 02, or over 50 per cent. in favor of 1863. The export of domestic produce was $476,872 74 in 1861, and $744,413 54 in 1863. More than half the duty-paying goods came from the United States.

The Great Canada Law Case.

The Court of Appeals of Canada West has rendered a decision in the famous case of the Commercial Bank *vs.* the Great Western Railway. The suit was brought by the Bank for the recovery of $1,300,000, including interest, claimed to have been loaned to the Railway Company for the completion of the Detroit and Milwaukee Line, but which the Great Western Company contend was loaned to the above named Line direct. The latter being bankrupt, the question was who should be the loser, the bank or the corporation through whose agency the money was borrowed. The decision of the Court was against the Great Western to the amount of $650,000, about one-half the amount claimed, thus apparently intending to divide the loss between the two parties. It is thought that an appeal may be taken by one or the other of the parties. The Railway Company can ask a new trial in respect to the amount adjudged by the Court, by paying costs, and the bank can have one without costs. If the Bank carries the appeal to England, it must give a bond for the payment of costs. The Great Western Company will be compelled to give a bond for the entire sum involved, should it conclude to have the case adjudged by the English Courts.

Chicago and Northwestern Railway.

Mr. H. Palmer has a communication in the Lodi *Herald*, to the effect that he recently went to Chicago to see Mr. Ogden about the extension of the Northwestern Railway through that place, and Mr. Ogden being absent he saw Perry H. Smith, who informed him that their purpose was to build their railroad from Chicago to St. Paul *via* Lodi and Baraboo, passing through the gorge of the Baraboo Bluffs (in which is situated the Devil's Lake.) Mr. Palmer adds:

"The first portion finished will be from St. Paul this way to Hastings. This they agreed to complete first, in order to secure the immediate completion of 500 miles of railroad beyond St. Paul, on the Pacific line or survey, which passes through the northern portion of the gold mines of the Northwest.

"In view of the importance of this great thoroughfare to our country, both as a commercial and a military highway, and the local importance to each of us, I would advise all living on, or near the line of said read, to render all assistance in their power to the agents employed by the company to build this road.

"The bill for a railroad from Madison or Watertown *via* Lodi to Baraboo has been slightly amended in the Assembly, which sends it again to the Senate, after having once passed that body. This will delay the passage of the bill a number of days. The ultimate success of the bill to Lodi (provided the N. W. R. R. is built) is very important. The reasons why are for the present contraband, as military men would express it.

☞ A type printing telegraph is in use between Manchester and Liverpool, invented by Bonelli. The message is first set up in large Roman letters; it is then placed on a travelling bed and made to pass under small moveable wires which come in contact with certain projecting parts of the types and make and break the electric circuit. These deliver at the other end of the wire an exact reproduction of the printed message. It is now intended to enlarge the capital of the company and extend its operations. We confess we have long wondered at the continued use of the needle system in England when Morse's & House's instruments are so decidedly superior.

Northwestern Virginia Railroad.

In the first branch of the city council, on the 31st ult., Mr. Dukehart, chairman of the committee of ways and means, reported a resolution "authorizing the commissioners of finance to sell the city's interest in the Northwestern Virginia Railroad Company, for $1,100,000, payable in cash, or at a period not later than January 1, 1873, with interest to be paid semi-annually on the first day of January and July in each year, and with all necessary stipulations to secure an early completion of said road, and of a bridge to connect it with the Marietta and Cincinnati Railroad." The city's original investment in this road was $1,500,000, and the arrears of interest due the city amount to $360,000. It is understood that the sale of the city's interest in the road on the above terms to the Baltimore and Ohio Railroad Company has already been effected, and that the object of the resolution is to confirm the sale.

Rutland Marble Company.

The Rutland Marble Company has issued a pamphlet, from which the following description of the property is taken:

The quarries of the company have a range of about 1,600 feet. For the past ten years an opening at the south end has been worked, having a length of 140 feet on the range, and a breadth of about 80 feet, covering a surface of about one-fourth of an acre. This one opening has annually supplied the mills of Mr. W. Y. Ripley, and Messrs. Clement & Son, with 150,000 feet each of two-inch marble, or 300,000 for the two. This has been worth, at a low average, 50 cents per foot. Thus, in ten years, this one opening of one-fourth of an acre has produced $1,500,000 worth of marble, exclusive of the sales of blocks to other parties. These for six months, ending Oct. 1, 1863, were $21,364. What they were for the ten years we do not know.

The opening is now worked at a depth of 70 or 30 feet, and gives no sign of exhaustion; and the deeper it is worked, the finer is the marble. If ten years have not begun to exhaust one-fourth of an acre, or one sixty-fourth of the company's marble lands, it is difficult to say how many centuries would be required to exhaust the whole. The Rutland quarry holds just that desirable position on the ledge which yields marble of the finest grain and texture, with the highest degree of perfect soundness. It is thus the only marble now known in this country which can be used for statuary, mantle pieces, furniture, monuments, and the various purposes for which Italian marble has been heretofore used, and is now preferred by marble dealers to the best Italian. One great advantage it has over the Italian is its entire freedom from even the smallest unsound spot or blemish.

New Railroad Project.

The citizens of Stark and surrounding counties in Indiana are considering the practicability and expediency of constructing a railroad from Goshen, Elkhart Co., on the Michigan Southern and Northern Indiana Railroad, to Gillam, Iroquois Co., to form a junction with the Logansport, Peoria and Burlington, and Chicago Branch of the Illinois Central. It is said a road could be easily built, and the character of the country such as to render it a paying institution from the start. It is represented that the people along the proposed route are ready to subscribe liberally to the construction of this road in order to secure facilities for reaching a desirable market, and such they regard the eastern termini of the Michigan Southern road.

At a meeting of those interested in the proposed road, held on the 21st ult., a committee was appointed to obtain subscribers to the stock and organize a company, said committee to report to a meeting to be held on the 7th of May.—*Toledo Blade.*

MUNICIPAL SECURITIES LIST.

Description.	Amount outstanding.	Interest payable	Principal payable.	Market Price.
Albany, N. Y.:				
5 per cents, municipal	$50,000	M. & N.	1864	
5 " " "	100,000	J. & D.	'70–'74	
6 " " "	225,000	J. & J.	'65–'69	
6 " " water	800,000	F. & A.	'70–'81	
6 " " Alb. N'rth. R.R.	300,000	M. & N.	1879	
6 " " A. & W. S. R.R.	1,000,000	J. & J.	'65–'76	
Alleghany City, Pa.:				
7 per cents, municipal		J. & J.	var.	
6 " " railroad		J. & J.	"	
Augusta, Me.:				
6 per cents, municipal	21,545	var.	'64–'69	
6 " " K. & P. R. R.	200,000	A. & O.	1870	
Baltimore, Md.:				
5 per cents, Int. Improv.	4,963,215	Qrtrly.	'38–'70	
6 " " Miscellaneous	400,920			
6 " " Court House	169,754			
6 " " Water	3,500,000			
6 " " New Jail	250,000			
6 " " B. & O. R. R.	5,000,000		1890	
6 " " P. & C. R. R.	1,000,000	J. & J.	1886	
6 " " Park	553,996		1890	
6 " " Float. & D'fens.	225,000		var.	
6 " " Bounty	92,900			
6 " " N.W.Va. guar.	1,500,000	J. & J.	1873	
6 " " Y. & C. "	500,000	" "	1877	
6 " " W.Md.RR. "	200,000	" "	1890	
Bangor, Me.:				
6 per cents, municipal	169,700	A. & O.	'65–'82	
6 " " K. & P. R. R.	740,000	" "	'63–'74	
Bath, Me.:				
6 per cents, municipal	145,242	var.	'64–'73	
6 " " K. & P. R. R.	200,000	A. & O.	1870	
Boston, Mass.:				
4½ per cents, municipal	595,205	var.	'78–'84	
5 " " "	1,807,618	"	'63–'70	
5 " " "	2,593,000	"	'71–'80	
5 " " "	364,000	"	'81–'85	
6 " " "	641,000	"	'63–'71	
5 " " water (notes)	400,000	"	'78–'79	
4½ " " " (sterling)	1,949,711	"	'72–'73	
5 " " " (dollar)	758,000	"	'63–'71	
Brooklyn, N. Y.:				
6 per cents, municipal	804,200	J. & J.	'64–'74	
6 " " "	245,000	" "	'75–'85	
6 " " "	403,000	" "	'86–'95	
6 " " "	25,000	M. & N.	'66–'68	
6 " " Williamsburg	429,070	J. & J.	'63–'81	
6 " " water	1,700,000	" "	'68–'81	
6 " " "	749,000	" "	1886	
6 " " "	819,000	" "	1891	
6 " " "	1,432,000	" "	1896	
6 " " "	850,000	" "	1899	
6 " " War Loan	115,000	" "	1865	
Buffalo, N. Y.:				
6 per cents, municipal	216,000	var.	'63–'79	
7 " " "	299,000	"	'65–'82	
Calais, Me.:				
6 per cents, municipal		J. & D.	1876	
Cambridge, Mass.:				
5 per cents, municipal	166,000	var.	'65–'82	
5½ " " " of '50–'51	16,000	"	'65–'71	
5½ " " " of '54–'57	56,000	"	'64–'77	
6 " " " of '56–'62	52,692	"	'64–'69	
6 " " bridge	20,000	F. & A.	1872	
6 " " water	50,000	J. & J.	1881	
Camden, N. J.:				
6 per cents, municipal	38,100	J. & J.	'65–'74	
6 " " "	27,300	" "	'78–'81	
Charlestown, Mass.:				
5 per cents, municipal	50,000	J. & J.	'67–'73	
5½ " " "	52,000	var.	'65–'67	
6 " " "	78,000	"	'68–'77	
5 " " Volunteer Aid	174,060	A. & O.	'77–'83	
5 " " water	202,000	" "	'82–'85	
Chelsea, Mass.:				
5½ per cents, municipal	105,000	A. & O.	'70–'72	
5½ " " "	74,000	" "	'79–'88	
6 " " "	117,000	var.	'63–'77	
Chicago, Ill.:				
7 per cents, municipal (old)	60,000	J. & J.	'63–'68	
7 " " " (new)	511,000	A. & O.	1881	
6 " " " (old)	160,000	J. & J.	'63–'74	
6 " " " (new)	200,000	" "	'75–'76	
7 " " sewerage	913,000	" "	'79–'87	
6 " " "	87,000	" "	1888	
7 " " water	113,000	" "	1888	
6 " " water	1,030,000	" "	1888	
Cincinnati, Ohio:				
6 per cents, municipal		A. & O.	1895	
6 " " water				
7 " " railroads				
Cleveland, Ohio:				
7 per cents, municipal		J. & J.	var.	
8 " " Ohio city		" "	"	
7 " " water		" "	1879	
7 " " sewerage		" "	1890	
Detroit, Mich.:				
6 per cents, hydraulics	50,000	A. & O.	1865	
7 " " sewers	38,545	var.	'69–'71	
7 " " redemptions	167,338	"	'70–'79	
7 " " H. of Correct'n	50,000	J. & D.	1879	
8 " " redemptions	20,000	var.	'70–'71	
7 " " water	650,000	J. & J.	'70–'71	
Dubuque, Iowa:				
8 per cents, municipal	319,547	var.	'63–'72	
7 " " D. & Pac. R. R.	200,000	J. & J.	1875	
7 " " D. & W. R. R.	250,000	" "	1877	
Fall River, Mass.:				
5 per cents, municipal	$165,500	var.	'64–'71	
5 " " " (1862-'3)	56,500	"	1872	
Gardiner, Me.:				
6 per cents, municipal		var.	var.	
6 " " K. & P. R. R.	150,000	M. & N.	1870	
Hannibal, Mo.:				
10 per cents, municipal	40,000	var.	var.	
10 " " Pike Co. R. R.	59,000	Feb.	'63–'79	
10 " " " (N.Y.)	141,000	"	'74–'81	
Hartford, Ct.:				
6 per cents, municipal	123,800	var.	'64–'80	
6 " " park	130,000	F. & A.	1882	
6 " " railroad	500,000	J. & J.	1876	
6 " " water	250,000	J. & D.	1883	
6 " " "	125,000	J. & J.	1883	
Jersey City, N. J.:				
6 per cents, municipal	58,925	var.	63–'74	
6 " " coupon	63,000	"	'63–'81	
7 " " "	118,000	"	'63–'75	
6 " " water	650,000	J. & J.	1877	
Keokuk, Iowa:				
8 per cts., railroad	600,000			
10 " " " " (sp'l tax)	150,000			
Lawrence, Mass.:				
5 per cents, municipal	13,000	var.	'63–'75	
5½ " " "	150,000	"	'63–'82	
6 " " "	151,550	"	'63–'79	
Lowell, Mass.:				
5 per cents, municipal	58,000	annual.	'64–'67	
5 " " "	60,000	sem.-an.	'72–'82	
5½ " " "	60,000	" "	'72–'87	
5 5-6 p. " "	42,000	Feb.	'69–'75	
Louisville, Ky.:				
6 per cents, municipal		var.	var.	
7 " " "		"	"	
6 " " water		M. & N.	1887	
7 " " railroads				
Lynn, Mass.:				
5 per cents, municipal	46,000		1882	
5½ " " "	20,000		1874	
5½ " " "	60,000		1879	
5½ " " "	18,800		'64–'69	
6 " " "	76,300		'63–'74	
Manchester, N. H.:				
6 per cents, munic'l (notes)	7,100	sem.-an.	'72–'78	
6 " " " (coupon)	99,500	" "	'66–'78	
6 " " " (")	67,500	" "	'80–'88	
Marysville, Cal.:				
10 per cents, municipal		J. & J.	var.	
8 " " "		" "	"	
Milwaukee, Wisc.:				
10 per cents, municipal	22,000	var.	due.	
7 " " "	77,500	"	"	
4 " " "re-adjust'd	812,000	J. & D.	1894	
Nashua, N. H.:				
6 per cents, municipal	103,185	var.	'64–'80	
Newark, N. J.:				
6 per cents, municipal	216,000	sem.-an.	'70–'83	
7 " " Volunteer Aid	100,000	" "	1873	
New Bedford, Mass.:				
5 per cents, municipal	425,150	A. & O.	'63–'84	
New London, Ct.:				
6 per cents, municipal	150,000	J. & J.	'67–'87	
Newport, Ky.:				
7 per cents, municipal	20,000	F. & A.	1872	
6 " " bridge	37,000	J. & J.	1883	
8 " " "	15,000	" "	1883	
10 " " municipal	19,500	M. & N.	1888	
Newport, R. I.:				
5 per cents, municipal	150,000	A. & O.	'73–'84	
Newburyport, Mass.:				
5 per cents, municipal	205,000	var.	var.	
6 " " "		"	"	
7 " " "		"	"	
New Haven, Ct.:				
6 per cents, municipal	200,000	J. & J.	'70–'81	
New York, N. Y.:				
5 per cents, water	3,000,000	Quarterly, viz. F., M., A., & N.	1870	
5 " " "	2,147,000		1880	
5 " Croton water	900,000		1890	
6 " " "	100,000		1890	
5 " Wat. Stk '49 & '54	284,700		1875	
6 " " '54&'57	1,878,900		1875	
5 " Build'g Stk No. 3	75,000		1870	
5 " " " No. 4	115,000		1873	
5 " Fire Indemnity	402,768	F. & A.	1868	
5 " Central Park	399,300	Quarterly, viz. Feb., May, Aug., & N.	1898	
6 " " "	3,066,071		1887	
6 " " "	275,000		1898	
6 " " Improv.	2,083,200		1887	
6 " " "	1,666,000		1876	
6 " W. Wash. Mark't	600,000		1873	
6 " Croton water	1,800,000		1883	
6 " Floating Debt	2,748,000		1878	
5 " Publ. B'ld'g No. 3	200,000		'62–'66	
6 " Docks & Slips	500,000		'67–'76	
5 " Publ. Education	154,000		1873	
6 " Tompkins M'k't	119,000	F. & A.	'62–'69	
7 " Harlem Bridge	60,000	var.	'63–'68	
6 " Co. Court House	1,000,000	M. & N.	'75–'84	
5 " "Vol. Sold. Aid No. 7	500,000	" "	1871	
Oswego, N. Y.:				
7 per cents, Iron Bridge	24,500	annual.	'64–'70	
Peoria, Ill.:				
7 per cents, school	33,000		'78–'80	
7 " " railroad	215,000		'73–'74	
6 " " " "	75,000		'71–'72	
Philadelphia, Pa.:				
5 per cents, consolidated	$689,967	J. & J.	'64–'73	
5 " " "	69,255	" "	'74–'82	
6 " " "	1,152,247	" "	'64–'73	
6 " " "	2,902,308	" "	'74–'83	
6 " " "	9,606,307	" "	'84–'90	
6 " " "	4,237,856	" "	'91–'99	
5 " Phila. City	552,700	" "	'64–'74	
6 " " " "	489,600	" "	'75–'79	
6 " " "	1,743,200	" "	'80–'91	
5 " " " Poor	217,295		'64–'68	
5 " Southwark	99,150		'64–'81	
6 " " "	110,606		'64–'77	
6 " Richmond	34,146		'82–'98	
5 " Spring Garden	17,000		1865	
6 " " " "	726,200		'65–'85	
6 " Kensington	204,200		'65–'81	
6 " District of Penn	60,333		'65–'76	
5 " Moyamensing	6,000		'68–'71	
6 " Frankford	48,459		'70–'73	
6 " North. Liberties	30,784		'70–'80	
6 " West Phila.	71,313		'72–'73	
6 " Germantown	1,000		1875	
6 " Phila. County	360,117		'70–'75	
Pittsburg, Pa.:				
6 per cents, municipal	1,009,700	J. & J.	var.	
4 " " railroad	1,800,000	" "	1913	
Portland, Me.:				
6 per cents, municipal	907,496	var.	'63–'83	
6 " " A. & St. L. R. R.	1,100,000	"	'68–'70	
6 " " " "	500,000	A. & O.	1866	
Portsmouth, N. H.:				
5 per cents, municipal	39,700	M. & S.	'64–'72	
5½ " " "	14,800	" "	'64–'69	
5½ " " "	13,000	" "	'64–'71	
5 " Volunteer Aid	58,000	A. & O.	'67–'82	
Portsmouth, Ohio:				
7 per cents, municipal	30,000	J. & D.	1871	
7 " " railroad	90,000	" "	1866	
Poughkeepsie, N. Y.:				
6 per cents, municipal	47,677	var.	'64–'86	
6 " " water	14,000	"	'69–'78	
6 " " bounty	48,120	A. & O		
Providence, R. I.:				
6 per cents, municipal	600,000	M. & S.	1885	
6 " " railroad	500,000	J. & J.	1876	
5 " " war	300,000	" "	1893	
Reading, Pa.:				
6 per cents, municipal	52,000	var.	var.	
Racine, Wisc.:				
10 per cents, plank road, etc.	48,000	var.	var.	
8 " " harbor	25,000			
7 " " railroad	300,000			
Rochester, N. Y.:				
7 per cents, Alms house	20,000	J. & J.	1864	
7 " " Floating	66,000	A. & O.	'74–'82	
6 " " City Hall	70,000	J. & J.	'64–'73	
7 " " Bridge & impr.	135,000	var.	'63–'82	
6 " " "	60,000	"	'76–'82	
6 " " St'm Fire Eng's	20,000	"	'81–'82	
6 " " R. & Gen. V. RR.	260,000	J. & J.	'64–'76	
Sacramento City, Cal.:				
6 per cents, municipal S. F.	1,474,800		88–'90	
St. Louis, Mo.:				
6 per cents, Pacific R. R.	457,000	var.	'71–'73	
6 " " O. & M. R. R.	429,900	J. & J.	'72–'74	
6 " " Iron M'tn R.R.	285,000	" "	'74–'77	
6 " " municipal	1,464,000	var.	'65–'83	
6 " " real estate	523,000	"	'64–'90	
6 " " sewerage	425,000	"	'70–'88	
6 " " impr. (old lim.)	254,000	"	'71–'87	
6 " " water	484,000	"	'71–'83	
6 " " harbors	239,000	"	'63–'86	
6 " " wharfs	163,000	"	'67–'81	
6 " " district sewers	15,000	"		
San Francisco, Calif.:				
10 per cents, municipal	1,352,600	M. & N.	1871	
10 " " fire	178,500	J. & J.	1866	
10 " " school	79,500	" "	1870	
7 " " "	242,000	" "	'77–'78	
6 " " municipal	329,000	" "	1875	
6 " " city & county	1,138,500	" "	1888	
Springfield, Ill.:				
10 per cents, municipal	51,467		'64–'82	
8 " " "	55,000		'68–'81	
Springfield, Ohio:				
7 p. cts., Spgfd & Msfd R.R.	2,000	M. & N.	1866	
Taunton, Mass.:				
6 per cents, town bonds	75,000	J. & J.	var.	
6 " " town notes	10,000	" "	"	
Troy, N. Y.:				
7 per cents, municipal	140,000		'73–'79	
6 " " Schen. & T. R. R.	19,000		'63–'67	
6 " " Troy Un'n R.R.	115,000			
5½ " " Schen. & T. R. R.	167,000		'63–'72	
5 " " water	71,000		'62–'80	
Utica, N. Y.:				
6 per cents, municipal		var.	var.	
Watertown, Wisc.:				
8 per cents, Milw. & W. R.R.	80,000	J. & J.	1878	
8 " " W. & Mad. R.R.	200,000	" "	1877	
8 " " C., St. P. & F. du L.	200,000	" "	1876	
Wheeling, W. Va.:				
6 per cents, municipal		M. & S.	1873	
Worcester, Mass.:				
5 per cents, municipal	194,500	J. & D.	'64–'84	
Zanesville, Ohio:				
6 per cents, municipal		J. & J.	var.	

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED & GUARANTIED STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlan. & St. Law., guar.	$2,494,900	6	6	----
Berkshire, guaranted	600,000	7	7	----
Bos., Con. & Mont., pref.	800,000	6	—	60
" " " new pref.	554,000	6	—	----
Buff., N.Y. & Erie, guar.	850,000	7	--	----
Camden & At., pref.	620,800	7	—	21
Catawissa, pref.	1,150,000	7	—	42½
Chemung, guar.	380,000	---	---	----
Cayuga & Susq., guar.	343,500	---	---	----
Cheshire, pref.	2,017,825	7	—	58½
Chicago & Alton, pref.	2,464,336	7	—	108
Chicago & N. W., pref.	2,400,000	7	—	83½
Cochecho, pref.	177,750	8	—	----
Ct. & Pass. Rivers, guar.	49,200	6	—	----
" " " pref.	833,000	6	—	61½
Camberland V., 1st pref.	241,900	8	8	----
" " 2d pref.	243,000	8	8	----
Detroit & Mil., pref.	1,500,000	---	---	----
Dubuque & S. City, pref.	1,987,014	7	—	72
Elmira, J. & Can., guar.	500,000	---	—	----
Elmira & W'mep., pref.	500,000	---	—	55½
Erie, pref.	8,635,700	7	7	113
Hannibal & St. Jos., pref.	5,309,528	7	—	75
Harrisburg & Lan., guar.	1,182,100	7	7	----
Housatonic, pref.	1,180,000	8	4	103½
Indianap. & Madis'n, pref	353,900	8	8	----
Kennebec & Port., pref.	247,000	6	—	----
" " new pref.	125,000	6	—	----
Lack. & Bloomsb'g, pref.	500,000	7	—	----
Marietta & Cin., 1st pref.	5,105,384	7	—	87
" " 2d pref.	3,424,169	7	—	65
Mich. S. & N. Ind., guar.	2,893,600	8	—	156½
Mil. & P. du C., 1st pref.	1,051,000	8	8	112
" " " 2d pref.	1,014,000	7	7	94
Mil. & St. Paul, pref.	2,255,000	7	—	----
N. H. & Northamp., guar.	1,010,000	---	4	----
N. Y. & Harlem, pref.	1,500,000	8	—	133
Niagara Br. & Can., guar.	1,000,000	6	6	----
Paterson & Hud., guar.	630,000	---	8	----
Pat. & Ramapo, guar.	248,000	---	5½	----
Peoria & B. V., guar.	1,200,000	---	6	----
Phila. & Reading, pref.	1,551,800	7	7	----
Phila. & Trenton, guar.	1,000,000	---	10	----
Pitts., Ft. W. & C., pref.	2,000,000	7	—	101
Pittsfield & N. A., guar.	450,000	6	6	100
Port., Saco & Ports., guar.	1,500,000	6	6	----
Rutland & Bur. pref.	382,700	8	—	----
" " pref.	608,176	6	—	----
St. L., Alton & T. H., pref.	1,700,000	6	—	100½
Toledo & Wabash pref.	926,200	7	—	88½
Troy & Greenbush, guar.	274,400	6	6	----
Vt. & Canada, guar.	1,600,000	8	8	----
Warren, guarantied	1,307,750	7	7	----
White Mountains, guar.	200,000	5	5	----
Wrightsv., Y & G., guar.	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description.	Amount outstanding.	Interest.	Principal payable.	Market Price.
Chesapeake & Del.:				
1st Mortgage	$2,657,343	6	1886	100
Chesapeake & Ohio:				
Maryland Loan	2,000,000	6	1870	----
" sterling	4,375,000	5	1890	----
Preferred bonds	1,700,000	6	18--	----
Bonds guar. by Va.	200,000	6	18--	----
Delaware Division:				
1st Mortgage	800,000	6	1878	95
Delaware & Hudson:				
1st Mortgage	600,000	6	1865	110
2d Mortgage	300,000	6	1870	----
Delaware & Raritan:				
See C. & Amb. R. R.	----	--	----	----
Erie and Penn.:				
1st Mortgage	752,000	7	1865	----
Interest Certificates	161,990	6	1868	----
Lehigh Navigation:				
1st Mortgage	829,172	6	1870	107½
Unsecured bonds	2,775,726	6	'63-'65	----
Monongahela Nav.:				
1st Mortgage	125,000	6	1863	----
2d Mortgage	57,000	6	1865	----
Morris:				
1st Mortgage	465,500	6	1876	109
North Branch:				
1st Mortgage	500,000	6	1876	38
Schuylkill Nav.:				
1st Mortgage	1,764,550	6	1872	102
2d Mortgage	3,980,670	6	1882	100
Improvement	568,500	5	1876	90
Susq. & Tide Water:				
Md. Sterling Loan	816,000	5	1865	----
Md. stg. loan conv.	200,376	5	1865	----
Mortgage bonds	993,000	6	1878	67½
Preferred Int. b'ds	227,560	6	1878	25
Union, (Pa.)				
1st Mortgage	2,500,000	6	1883	30
West B. & Susq.:				
1st Mortgage, S. F.	450,000	6	1878	78
Wyoming Valley:				
1st Mortgage	750,000	6	1878	100

CANAL STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal N. Stocks:	$	$	p c.	$
Chesapeake and Del.	100	1,343,563	—	75
Chesapeake & Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,250	—	45
Del. and Hudson	100	7,500,000	7	250
Del. and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Mich.	---	----	---	----
Lehigh Navigation	50	2,600,000	6	78
" " scrip	50	1,803,000	6	74
Monongahela Nav.	50	726,800	3	----
Morris, consolidated	100	1,025,000	—	76
" preferred	100	1,175,000	10	140½
North Branch	100	----	—	----
Sault Ste Marie	100	----	---	----
Schuylkill Nav., con.	50	1,932,457	—	41½
" " pref.	50	2,722,607	—	47½
Susq. and T. W.	50	2,048,260	—	28
Union, preferred	50	2,750,000	—	6½
West Br. and Susq.	100	1,000,000	6	125
Wyoming Valley	100	500,000	6	77

MINING STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Acton ... Ca.	200,000	5	5	4
Acton Vale ... Ca	50,000	5	5	----
Adventure ... L. S.	20,000	----	----	----
Ætna ... "	20,000	----	----	19½
Albany and Boston "	20,000	----	14½	16
Algomah ... "	20,000	----	2	2¾
Allouez ... "	20,000	1	----	3
Arizona ... Ariz. T.	10,000	100	----	----
Ascot ... Ca.	20,000	20	----	----
Astor ... L. S.	20,000	----	1	6½
Atlas ... "	20,000	----	1	7
Azteo ... "	20,000	----	1	10½
Balt. and N. C ... N. C	20,000	5	5	40c
Bay State ... L. S.	20,000	----	3½	24½
Beaver ... "	20,000	----	----	----
Bedford ... Ca.	125,000	5	----	2¾
Black River ... "	20,000	2½	2½	64c
Bohemian ... L. S.	20,000	----	7½	11
Bolton ... Ca.	20,000	5	----	1
Boston ... L. S.	20,000	----	5	6½
B. & Corinth ... Vt.	20,000	10	----	----
Brome ... Ca.	100,000	5	----	2
Cabot ... L. S.	20,000	----	----	----
Cambridge ... "	20,000	5	5	25c
Caledonia ... "	20,000	----	----	----
Canada ... Vt.	100,000	1	----	9
Carp Lake ... L. S.	20,000	----	----	4½
Cascade ... "	20,000	----	----	----
Central ... "	20,000	----	5	65½
Chaudiere ... Ca.	100,000	1	----	50c
Chester ... "	200,000	1	----	40c
Cheticamp ...	30,000	5	----	----
Collin ... L. S.	20,000	----	½	----
Columbian ... "	20,000	----	4½	13½
Consolidated ... "	20,000	----	5	5c.
Copper Falls ... "	20,000	----	24½	56
Copper Harbor ... "	20,000	----	1	----
Cornwall ... Vt.	100,000	1	----	83c
Copper Hill ... "	200,000	1	----	----
Dana ... L. S.	20,000	----	2¾	4¾
Deep River ... N. C.	------	5	----	20c
Dacotah ... L. S	20,000	----	----	6
Devon ... "	20,000	----	1	----
Doylestown ... Pa.	20,000	----	----	----
Dudley ... L. S.	20,000	----	¼	4
Dunham ... Ca.	200,000	2	----	55c
Durham ... "	200,000	5	----	80c
Eagle River ... L. S.	20,000	----	3½	9
Escot ... Ca.	25,000	20	----	----
Essex ... L. S.	20,000	----	----	----
Eureka ... "	20,000	----	----	----
Everett ... "	20,000	----	5	3½
Evergreen Bluff ... "	20,000	----	----	9
Flint Steel ... "	20,000	----	----	17½
Forest City ... "	20,000	----	3	----
Forest Shepherd ... "	20,000	----	----	----
Franconia ... N. H.	20,000	----	5	----
Franklin ... L. S.	20,000	----	6½	58½
French Creek ... Pa.	100,000	5	----	2½
Gardner Hill ... L. S.	20,000	5	5	1
Glencoe ... Ca.	200,000	1	----	33c
Globe ... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	----
Great Western ... "	20,000	----	1	5½
Green Mountain ... Vt.	30,000	10	----	5½
Guilford ... L. S.	20,000	5	5	50c.
Hamilton ... "	20,000	----	----	8½
Hancock ... "	20,000	----	6½	13
Hanover ... "	20,000	----	½	4½
Highland ... "	20,000	----	6	7
Hilton ... "	20,000	----	----	----
Hope ... "	20,000	----	----	2½
Hudson ... "	20,000	----	----	----

MINING STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Humboldt ... L. S.	20,000	----	2	10
Hungarian ... "	20,000	----	1	----
Huron ... "	20,000	----	16	49½
Indiana ... "	20,000	----	----	6
Isle Royale ... "	20,000	----	16½	28¾
Jefferson ... "	20,000	----	----	----
Kickapoo ... "	200,000	----	1	----
King Phillip ... "	20,000	----	----	----
Knowlton ... "	20,000	----	1	9
Lafayette ... "	20,000	----	----	----
Lake ... Ca.	200,000	1	----	29c
Logan ... "	100,000	3	----	2½
Madison ... L. S.	20,000	----	1	6
Malden ... "	20,000	----	½	----
Mandan ... "	20,000	----	2½	6½
Manhattan ... "	20,000	----	2½	7
Maryland ... Md.	------	5	----	2
Mass ... L. S.	20,000	----	----	----
Massachusetts ... "	20,000	----	----	----
Mendota ... "	20,000	----	----	9
Mesnard ... "	20,000	----	5½	12
Middlesex ... "	20,000	----	----	----
Minnesota ... "	20,000	----	3½	83
National ... "	20,000	----	5½	32½
Native ... "	20,000	----	3	4½
Naumkeag ... "	20,000	----	1	2½
Nelson ... Ca.	------	----	----	28c
Nequaket ... L. S.	20,000	----	1	----
New England ... "	20,000	5	2	3⅝
N. J. Consol ... N. J.	------	----	----	----
Newton ... Ca.	200,000	1	----	----
New York ... L. S.	20,000	----	----	----
N. Y. & Passaic ... N. J.	100,000	5	----	----
North Cliff ... L. S.	20,000	----	3	9
North State ... "	20,000	5	5	25c.
North Sutton ... Ca.	100,000	5	----	1⅛
North Western ... L. S.	20,000	----	7½	14½
Norwich ... "	20,000	----	----	----
Ogima ... "	20,000	----	----	5½
Ontonagon ... "	20,000	----	----	----
Ottawa ... Ca.	200,000	1	----	1½
Pennsylvania ... L. S.	20,000	25	2½	12½
Petherick ... "	20,000	----	1½	16½
Pewabic ... "	20,000	----	3¾	64
Phœnix ... "	20,000	----	15	35
Pittsburg & Boston "	20,000	----	5½	100
Pontiac ... "	20,000	----	3¼	7½
Prince of Wales ... Ca.	------	----	----	----
Providence ... L. S.	20,000	----	----	2
Quincy ... "	200,000	----	10	97
Reid Hill ... Ca.	100,000	----	----	----
Reliance ... L. S.	20,000	----	----	----
Rockland ... "	20,000	----	5	18½
Rudisell ...	------	5	----	70c
St. Clair ... L. S.	20,000	----	3	4½
St. Flavien ... Ca.	100,000	5	----	----
St. Mary's ... L. S.	20,000	----	8½	8¾
Sheldon ... "	20,000	----	----	----
Silver Creek ... "	20,000	----	¾	----
Silver Hill ... "	20,000	5	----	25c
Silver Valley ... "	20,000	5	----	35c
South Side ... "	20,000	----	3	3¾
Springfield ... Md.	20,000	----	5	3
Star ... "	20,000	----	7½	10¾
Strafford ...	30,000	10	----	2½
Superior ... L. S.	20,000	----	4	11½
Sussex ... "	------	----	----	----
Sutton ... Ca.	100,000	5	----	3⅛
Toltec ... L. S.	20,000	----	20	3½
Tremont ... "	20,000	----	1	4½
Vermont ... Vt.	------	5	----	57c.
Vernon ... "	25,000	10	----	----
Victoria ... L. S.	20,000	----	1½	----
Waterloo ... Ca.	100,000	3	----	1½
Washington ... L. S.	20,000	----	4	----
West Minnesota ... "	20,000	----	----	3
Wickham ... Ca.	200,000	5	----	85c
Wickopee ... "	100,000	5	5	5½
Winthrop ... L. S	20,000	----	2½	8½
Wyandotte ... "	20,000	----	----	----
Lead and Zinc:				
Bucks County ... Pa.	------	----	----	1½
Canada ... Ca.	50,000	5	----	----
Clute ...	------	----	----	----
Crystal Lake ...	------	----	----	----
Erie ...	------	----	----	----
Gay's River ...	100,000	1	----	----
Hampton ...	100,000	5	----	----
Lancaster ... Pa.	------	----	----	----
Mineral Point ...	100,000	5	----	----
Mount Hope ... N. Y	80,000	----	2½	----
New Jersey (3) ... N. J.	12,000	100	----	----
N. Y. & Boston ... N. Y.	100,000	5	----	6
Oswegatchie ... "	100,000	5	----	----
Placentia Bay ... N. F.	------	----	----	----
Ramsay ... Ca.	20,000	25	----	----
Rossie ... "	100,000	5	----	----
Shawangunk ... N. Y.	100,000	5	----	----
Sussex ... N. J.	------	----	----	----
Union ...	100,000	5	----	57c.
Plumbago:				
Buckininghan ... Vt.	50,000	5	----	----
Oxford ... "	150,000	3	----	----
Sunapee ... "	2,000	50	----	----

MINING STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake ... N. Y.	50,000	50	----	17
East River ...	6,000	50	----	----
Georges' Creek ... Md.	10,000	100	----	100
Harewood ...	20,000	5	----	----
Kahtadin ...	3,000	100	----	----
Lake Superior ... L. S.	20,000	25	----	----
Teal Lake ...	------	----	----	----
Tyson ...	20,000	10	----	----
Coal:				
American ... Pa.	37,500	25	----	111
Ashburton ... "	------	100	----	40
Baltimore ... Md.	------	100	----	----
Bear Valley ... "	40,000	12½	----	----
Belmont ... Pa.	10,000	50	----	----
Bridgeport ... "	30,000	10	----	----
Coal Brook ... "	4,000	50	----	----
Cumberland (pref.) "	50,000	100	----	86
Franklin ... "	5,000	100	----	132
Georges' Creek ... Md.	10,000	100	----	102
Hazleton ... Pa.	32,300	50	----	71
Lawrence ... "	2,000	100	----	----
Lorberry ... "	4,000	100	----	69
Metropolitan ... "	------	100	----	----
Penn. Cannel ... "	6,000	50	----	----
Penn ... "	160,000	50	----	224
Pine Knot ... "	4,000	50	----	----
Summit ... "	40,000	20	----	----
Mineral Land and Mining:				
Mitchell Granite ...	2,000	50	----	----
Rutland Marble ... Vt.	------	----	----	23
St. Lawrence ... N. Y.	10,000	10	----	----
St. Mary's ... L. S.	20,000	50	----	----
Saginaw S. & M. Mich.	------	----	----	----
Union ...	------	----	----	----
Gold:				
Albion ...	100,000	3	----	2
Atlantic ...	100,000	2	----	----
Atlantic & Pacific. Nev.	50,000	100	----	33
Central ... Col.	50,000	20	----	17½
Chaudiere ... Ca.	100,000	5	----	2½
Chebucto ... N. S.	100,000	5	----	1½
Colorado ... Col.	50,000	10	----	4
Denver ... "	50,000	20	12½	15
Etna ...	50,000	10	----	----
Excelsior ...	30,000	10	----	10½
Gilbert River ... Can.	100,000	5	----	1½
Gold Hill ...	50,000	10	----	----
Gold Field ...	50,000	10	----	----
Gold Mining ... Col.	------	----	----	9
Gold River ...	100,000	3	----	----
Halifax ... N. S.	200,000	2	----	----
Hope ... Col.	80,000	25	10	12
Isabella ...	------	----	----	----
Mariposa ... Cal.	100,000	100	----	41½
Montague ... N. S.	50,000	10	----	----
Montana ... Col.	100,000	5	½	1
New England ...	50,000	5	----	3½
Nova Scotia ... N. S.	100,000	----	----	2½
Oldham ...	100,000	2	----	----
Peck ...	100,000	5	----	----
Prince Albert ...	100,000	2	----	----
Quartz Hill ...	------	----	----	31
Riviere du Loup ... Ca.	20,000	10	----	----
Stafford ... "	100,000	5	----	----
Stewart ...	100,000	5	----	2⅞
Tascher ...	------	10	4	----
Victoria ...	100,000	2	----	----
Waverly ...	50,000	10	----	----
Silver:				
Am. & Mexican ... A. T.	200,000	----	----	----
Fort Filmore ... N. M.	50,000	----	20	----
Santa Rita ... Ariz. T.	------	----	----	----
Sonora Ex. & Min. "	------	----	----	----
Quicksilver:				
New Almaden ... Cal.	------	----	----	----
Quicksilver ... "	100,000	100	----	83
Santa Clara ... "	------	----	----	20½
Land and Improvement:				
Boston Water Power ...	------	----	----	48½
Boston & Roxbury Mill	7,000	----	----	41½
Canton (Baltimore) ...	50,000	100	----	72
Cary Improvement ...	60,000	5	----	11½
East Boston ...	------	----	----	25⅝
Essex (Boston) ...	10,000	100	----	109½
Waverly (Boston) ...	------	----	----	3½
Express:				
Adams' ...	20,000	100	----	----
American ...	2,000	500	----	----
National ...	2,500	100	----	----
Overland Mail ...	5,000	100	----	----
United States ...	8,000	100	----	----
Wells, Fargo & Co. ...	10,000	100	----	----
Steamship & Transit:				
Central Am. Transit ...	------	----	----	56
Nicaragua Transit ...	------	----	----	2½
Pacific Mail Steamship	40,000	100	----	230
Union Steamship (Bos.)	------	----	----	166
Trust:				
Farmers' Loan & Trust	20,000	50	----	----
N. Y. Life Ins., & Trust	10,000	100	----	----
United States Trust ...	10,000	100	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single t'k.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '62	1.52	—	—	—	—	Boston and Chelsea	140,000	140,000	—	—	5,600	5,600	4	—	50
30 Nov. '62	4.30	—	134	20	--	Broadway, Boston	118,020	69,200	—	750	69,580	9,225	12½	—	64
30 Nov. '62	8.21	—	—	—	—	Cambridge	602,651	445,800	150,000	74	53,622	53,622	9	—	128
30 Nov. '62	6.99	—	—	—	—	Cliftondale	95,500	70,000	25,000	3,748	625	—	—	—	—
30 Nov. '62	4.39	—	—	—	—	Dorchester	155,594	120,800	5,000	—	8,306	7,467	7½	—	—
30 Nov. '62	0.79	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	—	—
30 Nov. '62	0.75	—	—	—	—	Dorchester and Roxbury	25,641	11,000	7,800	7,932	—	—	—	—	46½
30 Nov. '62	12.43	—	123	23	--	Lynn and Boston	193,310	86,200	50,000	55,547	61,935	501	—	—	86
30 Nov. '62	3.51	—	—	—	—	Malden and Melrose	60,200	200,000	73,100	66,223	—	—	—	—	25
30 Nov. '62	3.26	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	—	—
30 Nov. '62	21.17	—	515	82	--	Metropolitan (Boston)	733,955	600,000	—	103,790	300,806	64,892	8	—	65
30 Nov. '62	6.33	—	290	42	--	Middlesex (Boston)	461,730	355,000	—	59,457	124,718	41,398	4	—	98
30 Nov. '62	2.87	—	—	—	—	Newton	27,451	28,000	—	—	1,680	1,680	6	—	—
30 Nov. '62	2.90	—	—	—	—	Quincy	102,750	53,000	20,000	29,750	14,068	4,841	—	—	—
30 Nov. '62	2.79	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	5	—	32½
30 Nov. '62	2.50	—	—	2	—	Stoneham street (Boston)	33,505	32,000	—	—	1,497	500	—	—	—
30 Nov. '62	4.48	—	57	8	--	Suffolk (Boston)	61,380	12,257	24,800	23,625	29,083	—	—	—	—
30 Nov. '62	—	—	287	50	--	Union (Transportation)	174,500	160,000	22,200	18,207	197,222	17,078	10	—	—
30 Nov. '62	1.62	—	—	—	—	West Cambridge	12,850	12,850	—	120	771	771	6	—	47
30 Nov. '62	1.80	—	—	—	—	West Roxbury	—	—	—	—	—	—	—	—	—
30 Nov. '62	2.64	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	3,750	3,750	6	—	—
30 Nov. '62	3.88	—	—	—	--	Worcester	60,000	—	—	—	—	—	—	—	—
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30.000	30,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '62	—	—	—	—	--	Avenue D (New York City)	—	—	—	—	—	—	—	—	—
30 Sep. '62	10.76	—	—	—	28	Broadway (Brooklyn)	236,036	200,000	27,500	324	52,327	14,015	3	—	—
30 Sep. '62	—	6.50	—	—	—	Brooklyn, Bath & Coney Isl'd	1,505	1,505	—	—	—	—	—	100	69
30 Sep. '62	24.01	—	—	69	25	Brooklyn Central & Jamaica	794,912	492,150	252,100	62,967	127,843	10,868	—	—	48
30 Sep. '62	56.18	1.90	—	140	29	Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	100	150
30 Sep. '62	10.50	8.50	—	23	2	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	—	58
30 Sep. '62	—	2.50	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	—	—
30 Sep. '62	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	—	—	—	—	Centr'l P'k,N.&E.Riv. (N.Y.)	454,554	359,020	101,000	7,689	—	—	—	—	—
30 Sep. '62	17.25	—	—	—	--	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	—	100	69
30 Sep. '62	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	—	—
30 Sep. '62	12.67	3.67	—	—	--	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	369,985	121,565	12	100	—
30 Sep. '62	—	—	—	—	--	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '62	4.52	—	—	—	--	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	—	—
30 Sep. '62	4.63	—	—	—	--	Harlem Br.,Moris'a &Ford'm	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '62	10.00	16.00	—	42	--	Ninth Avenue (N. Y.)	413,948	795,360	22,000	—	89,498	19,430	—	100	—
30 Sep. '62	—	—	—	—	—	N.Riv.&Wall st.Ferry(N.Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '62	—	—	—	—	—	Rochester City & Brighton	—	1,700	—	—	—	—	—	—	—
30 Sep. '62	16.00	—	—	—	--	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	100	75
30 Sep. '62	—	—	—	—	--	Seventh Avenue (N. Y.)	—	—	—	—	—	—	—	—	185
30 Sep. '62	8.37	—	533	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,032	88,184	10	100	145
30 Sep. '62	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '62	16.50	—	—	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,939	12	100	240
30 Sep. '62	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	—	—	—	—	Utica City	—	1,430	—	—	—	—	—	—	—
30 Sep. '62	—	1.00	—	—	—	V.Brunt st.& ErieBas. (Buff.)	298	330	—	—	—	—	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	--	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '62	4.20	—	—	—	--	Orange and Newark	—	—	—	—	—	—	—	—	—
31 Dec. '62	5.80	—	—	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '62	7.89	—	120	22	1	Chestnut & Walnut (Phila.)	235,000	100,000	135,000	—	124,521	78,853	35	—	63
31 Oct. '62	8.13	—	122	13	8	Citizens' (Pittsburg)	135,044	80,000	47,800	3,991	84,440	47,180	25	—	—
31 Oct. '62	4.12	—	16	5	—	Delaware County	31,000	24,030	6,500	1,850	4,858	172	—	—	—
31 Oct. '62	4.38	—	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	—	—	62,052	16,534	5½	—	37½
31 Oct. '62	16.73	—	267	45	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	—	172,935	59,743	7½	—	63
31 Oct. '62	24.23	—	184	35	—	Germantown	299,913	112,245	250,000	1,000	106,792	35,431	—	—	60
31 Oct. '62	8.16	—	116	25	—	Girard College (Phila.)	150,041	160,000	—	—	62,862	19,715	12½	—	34
31 Oct. '62	8.73	—	187	40	4	Green & Coates st. (Phila.)	219,787	150,000	82,000	—	108,653	31,990	14½	—	43
31 Oct. '62	11.00	—	—	—	--	Hestonv.,Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	—	—
31 Oct. '62	—	—	—	—	--	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	—	16
31 Oct. '62	11.17	—	—	—	--	North Philadelphia	300,000	200,000	100,000	—	—	—	—	—	—
31 Oct. '62	10.57	0.52	57	10	3	Philadelphia and Darby	88,983	99,439	17,000	500	22,241	4,606	2½	—	—
31 Oct. '62	7.04	—	—	19	—	Pittsb.,Alleghany & Manch'r	76,559	49,500	25,000	2,127	33,541	7,252	—	—	—
31 Oct. '62	4.51	—	63	9	--	Pittsburg and Birmingham	63,295	37,475	22,600	3,329	34,377	2,498	—	—	—
31 Oct. '62	12.00	—	69	19	3	Pittsburg and East Liberty	290,000	200,000	100,000	26,000	29,653	2,422	—	—	—
31 Oct. '62	6.16	—	—	—	--	Race and Vine (Fairmount)	180,000	180,000	—	—	—	—	—	—	20
31 Oct. '62	5.20	—	—	—	--	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	5
31 Oct. '62	7.78	—	56	10	3	Ridge Avenue & Manyunk	170,582	118,000	50,000	—	28,987	12,296	8	—	21
31 Oct. '62	19.46	—	378	60	9	Second & Third st. (Phila.)	463,198	203,757	175,800	1,037	286,896	131,645	24½	—	75
31 Oct. '62	5.53	—	46	1	12	17th & 19th st. (Phila.)	113,000	120,000	—	15,000	38,919	24,322	1½	—	21½
31 Oct. '62	8.35	—	—	17	5	Spruce &Pine (Phil.&Gr'sF.)	173,010	159,312	15,500	—	70,223	25,740	12½	—	15½
31 Oct. '62	7.65	1.51	170	39	5	10th & 11th st. (Citizens')	168,443	192,750	—	9,000	98,379	38,607	13	—	55
31 Oct. '62	6.25	—	123	16	1	13th & 15th st. (Phila.)	100,000	100,000	—	—	68,510	21,766	4	—	39
31 Oct. '62	9.31	—	228	44	1	West Philadelphia	270,563	189,100	100,000	4,000	128,177	28,881	9	—	72
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	24½
						OHIO.									
31 Dec. '62	5.00	—	—	—	--	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	--	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	--	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.63	—	—	—	--	Pendleton & S. st.Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	--	Citizens' (St. Louis)	117,437	100,000	—	—	—	—	—	—	—
30 Nov. '62	3.33	—	—	—	--	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	—	—
30 Nov. '62	4.48	—	—	—	--	People's (St. Louis)	83,875	70,000	—	—	—	—	—	—	—
30 Nov. '62	10.20	—	—	—	--	St. Louis	298,604	298,604	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Brooklyn Centr. & Jamaica:					
1st Mortgage	252,100	7	J. & D.	1870	—
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	—
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	—
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	—
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	—
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1873	—
Delaware County:					
1st Mortgage	6,500	7	—	—	—
Dorchester:					
Real Estate Mortgage	5,000	6	—	—	—
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	—	—
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	106
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	—
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	110
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	—
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	—
1st Mortgage [equipment]	40,000	6	—	—	—
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	—	1880	90
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	—	—	—
Metropolitan:					
1st Mortgage	36,625	6	—	—	—
Real Estate Mortgage	—	6	—	—	—
Middlesex:					
Malden & Melrose bonds	60,000	6	—	1870	—
Real Estate	6,210	--	—	—	—
Ninth Avenue:					
1st Mortgage	22,000	7	—	—	—
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	—
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	—
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	—
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	—
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	—
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	—
Pittsburg & East Liberty:					
1st Mortgage	100,000	7	J. & J.	1871	—
Quincy:					
Plain bonds	20,000	--	M. & S.	1868	—
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	—
Second Avenue:					
1st Mortgage	450,000	7	J. & D.	1867	—
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	114½
2d Mortgage	50,800	7	J. & J.	1869	—
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1875	—
Suffolk:					
1st Mortgage	25,800	6	M. & S.	1872	—
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	—
Real Estate bonds	60,000	--	—	—	—
Union:					
Real Estate Mortgage	22,200	6	J. & D.	1868	—
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	—
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	—

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of June 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	120
" " " ..... coupon		6	" "	1867	----
Loan of Dec. 31, 1848 ..... registered	8,908,342	6	" "	1868	110
" " " ..... coupon		6	" "	1868	120
Texas Indemnity, of Sep. 9, 1850 ..... coupon	3,461,000	5	" "	1865	154
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	108
" " " ..... coupon		5	" "	1874	108
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	102
" " " ..... coupon		5	" "	1871	100
Oregon War Debt of June, 1861 ..... coupon	1,026,600	6	" "	1881	109
" " " " " ..... coupon		6½	Yearly.	1881	107
Loan of Feb. 8, 1861 ..... registered	10,415,000	6	Jan. & July.	1881	113
" " " ..... coupon		6	" "	1881	114½
Loan of July 17, 1861 ..... registered	50,000,000	6	" "	1881	113½
" " " ..... coupon		6	" "	1881	112
Loan of Feb. 25, 1862 (5-20s) ..... registered	40,230,000	6	May & Nov.	1882	111⅝
" " " (5-20s) ..... coupon	350,000,000	6	" "	1882	111
Treasury Notes of Feb. & Aug. 1861 ..... coupon	52,931,000	7.3	Feb. & Aug.	1864	112
" " Apr. & Oct. 1861 ..... coupon	86,989,500	7.3	April & Oct.	1864	111½
Treasury Notes of 1863 (legal tender), coupon	50,000,000	5	" "	1865	----
Treasury Notes of 1861 & 1862 (customs)	717,141	---	----------	d'm'd.	----
Certificates of Deposit	28,059,295	4	On red'mp'n	10 d's'	----
" "	70,814,639	5	" "	notice	----
Certificates of Indebtedness ..... (coin)	157,093,241	6	" "	1 year	103
" " ..... (currency)		6	" "	1 year	99½
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]					
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ..... coupon	899,000	6	No int'est	1868	----
" — " " (B'k of State) .. "	610,000	6	paid for	1868	----
" — " " (" ") .. "	38,000	5	many y'rs	1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	135
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July.	'71-'72	----
" — " " " " ..... "		6	" "	'81-'82	105½
" — " " " ..... "	1,000,000	6	" "	1883	----
Florida—State bonds ..... coupon	143,000	7	----------	----	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	60
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Ist. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	103
" — " " " bonds ..... "	1,322,085	6	" "	1877	102
" —Interest stock ..... "	737,222	6	" "	1860	100
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	106
" —War bonds ..... "	2,000,000	6	" "	1879	101½
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1 969,397	6	" "	1870	102
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	85
" — " " ..... "	2,058,173	2½	" "	1886	62½
" —State Int. Imp. bonds (not adjusted)	391,000	---	----------	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	98
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	------	85½
" — " " special stock "	1,216,737	5	" "	------	----
" — " Deferred stock ..... "	1,243,000	5	" "	------	----
" — " " special stock "	479,545	5	" "	------	----
Iowa—State stocks ..... coupon	200,000	7½	Jan. & July.	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ..... coupon	146,000	7	Jan. & July.	1876	----
" — " " " " "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	101½
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ..... coupon	516,130	6	----------	d'm'd.	69
" — " (R. R. etc.) ..... "	3,902,000	6	----------	'67-'99	----
" — " " (banks) ..... "	5,398,533	6	----------	------	----
" — " " (war loan) ..... "	670,000	6	----------	------	----
Maine—State bonds ..... coupon	--------	6	Mar. & Sept.	'63-'77	104
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	104½
Maryland—State bonds (st'l'g) ..... coupon	816,000	5	Chiefly quarterly.	1865	----
" — " (st'l'g conv.) .. "	200,376	5		1865	----
" — " " (st'l'g) ..... "	5,585,555	5		'89-'90	104½
" — " " (st'l'g conv.) .. "	2,490,589	5		'89-'90	108
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	108
" — " " (") ..... "	133,689	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .. stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ..... "	508,380	6	" "	'88-'90	----
" — " " (" ") .. dollar	416,500	6	" "	'90-'91	121
" — " " (" ") .. "	300,000	5	" "	1893	108½
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	----
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat'ns.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	122½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip ..... "	200,000	6	" "	'64-'66	----
" — " "	247,000	6	June & Dec.	'68-'72	----
" — "	53,000	5	" "	'68-'72	----
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	120
" " — " " " ..... "	600,000	5	" "	'77-'78	117½
" " —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	119
" " —Coast Defence Loan ..... "	1,000,000	5	" "	1883	118⅝
" " —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	103
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	105
" — " " (Indian war) .. "	100,000	7	" "	1871	----
" — " " (Railroads) ..... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	68½
" — " " " "	199,000	6	" "	1863	73
" — " " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ..... coupon	7,000,000	6	" "	'72-'88	77½
" — " " S. W. Branch .. "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	93
" — " " N. Missouri .. "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton .. "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	---	----------	------	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	103¾
" " —Notes	200,000	6	----------	------	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .. coupon	531,820	6	" "	'65-'71	----
" " — " " (") .. "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ..	348,107	5	" "	pleas.	----
" " — " " " " " ..	900,000	5	" "	1875	----
" " — " " " " " ..	442,951	5	May & Nov.	1868	107
" " — " " " " " ..	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " " ..	1,300,000	6	" "	'68-'78	115
" " — " " " " " ..	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,698	5	----------	d'm'd	----
" " — " " " " " ..	11,050	5½	----------	d'm'd.	----
" " — " " " " ..	14,230	6	----------	d'm'd.	----
" " — " " " " ..	421,000	6	Jan. & July.	'65-'67	----
" " — " Railroad Loans	287,700	4½	J., A., J., & O.	1864	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	104
" " — " " " "	15,889,025	6	" "	'64-'76	118
" " — " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	58
Ohio—State bonds (foreign debt) ..... coupon	1,608,905	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	6	" "	1865	94
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	105
" — " " (" ") ..... "	1,600,000	6	" "	1875	106½
" — " " (" ") ..... "	4,095,309	6	" "	1881	105
" — " " (" ") ..... "	2,400,000	6	" "	1886	106
" — " " (domestic debt)	275,385	6	" "	1863	108
" — " " (war loan) ..... coupon	299,704	6	" "	1866	----
" — " " (" ") ..... "	1280,969	6	" "	1868	----
" —Irreducible debt (school funds, etc.) ..	2,920,403	6	Yearly.	------	----
Oregon—State scrip	55,372	---	----------	------	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	99
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	106⅞
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	102
" —State Stock Loans	1,177,890	5	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	101½
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	103
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	104
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans	360,937	5	----------	------	----
" —Relief Notes in circulation	97,360	---	----------	------	----
" —Military Loan bonds .. coupon	3,000,000	6	Feb. & Aug.	1871	107½
Rhode Island—State bonds (war loan) .. coupon	2,000,000	6	Mar. & Sept.	1882	105½
South Carolina—State bonds (stg) ..... coupon	484,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'68-'90	----
" " —State b'ds (railroads) .. coupon	1,310,000	6	----------	1877	50
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----------	1882	70
" — " " (intern. impr.) "	2,063,606	5	----------	Var.	45
" — " " (railroads) ... "	12,799,000	6	----------	Var.	----
" — " " (capitol) ..... "	608,000	5	----------	1890	45
" — " " (Hermitage) . "	48,000	6	----------	1890	----
Texas—Had no debt in 1861	--------	---	----------	------	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) ..... coupon	58,000	6	----------	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	50
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling) ..... "	1,865,090	5	" "	1892	----
West Virginia—No information	--------	---	----------	------	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	----
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (") ... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	154,617	162,226	167,966	188,939	185,591	167,056	157,332	1,761,604
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,363	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	127,508	144,995	191,766	139,363	161,014	224,584	217,335	198,152	202,014	1,999,492
1864	155,034	168,151	198,119	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	100,904	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	111,495	------	------	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	132,130	140,013	144,800	184,389	1,574,893
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	------	------	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	231,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1864	143,906	173,029	177,066	------	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,230	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	318,200	406,595	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	56,540	77,874	90,755	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	155,417	205,054	138,342	90,000	1,224,343
1864	102,748	115,135	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	254,208	267,693	263,981	237,982	188,141	235,512	300,822	371,361	326,650	341,608	3,267,250
1864	250,163	299,890	333,058	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	236,432	238,495	236,453	206,221	215,449	215,449	308,169	375,487	339,793	306,186	3,168,064
1864	252,435	278,848	348,802	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,702	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,038,496	1,048,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,741	------	------	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	451,885	------	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,831	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,616	1,117,603
1863	109,808	110,603	120,310	123,115	113,798	123,779	118,077	130,378	153,470	144,736	143,748	162,921	1,554,743
1864	100,872	147,485	------	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,754	116,379	120,595	151,052	134,563	96,204	1,424,863
1864	79,735	95,842	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	----
Convert. (guar. by Dir.)	150,000	7			1863	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8			1864	----
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	----
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	----
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	804,600	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	----
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	100¼
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P.&Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	----
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	111
" " " 1850	700,000	6	Jan. & July.	"	1880	110¼
" " " 1855	1,128,500	6	Jan. & July.	"	1875	111⅛
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	102
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110⅛
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101¼
2d Mortgage	164,000	7	" "	" "	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100¾
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	----
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	108¾
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	110¼
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	100
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ⅛ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	----
Unsecured	200,000	7	" "	" "	1864	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
1st Mort. on 1st Division	590,000	---	Feb. & Aug.	New York.	------	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	----
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	----
Converted Sterling Loan	798,200	5	"	"	1863	----
American Loan	762,000	6	"	New York.	1864	105
Extra Dividend Loan	334,458	6	"	"	1864	----
Loan for $500,000	500,000	6	"	"	1867	105
" " $800,000	790,600	6	"	"	1870	107½
" " $675,000	675,000	6	"	"	1875	103
" " $1,700,000	1,700,000	6	"	"	1883	103
" " $2,500,000	867,000	6	"	"	1889	105
Consolid. Mort. Loan $5,000,000	------	---	"	"	------	112
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	----
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	109
2d Mortgage	600,000	7	May & Nov.	" "	1875	114
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	55
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				----
2d Mortgage	1,000,000	7				----
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	103½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	128½
" " " inconvertible	3,034,000	8	" "	" "	1883	119
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	935,500	4½	July.	Fr'nkfort o. M.	1890	----
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	----
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	----
" " " Plain	25,000	8	March & Sept.	" "	1876	----
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	110
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	94½
Chicago and Milwaukee:						
1st General Mort.	--------	7	Jan. & July.	New York.	1898	----
1st " " (C. & M.) conv.	--------	7	May & Nov.	" "	1874	----
1st " " (M. & C.)	--------	8	Jan. & July.	" "	18--	----
2d " " (")	--------	8	" "	" "	18--	----
Chicago and Rock Island:						
1st Mortgage	1,297,000	7	Jan. & July.	New York.	1870	110
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	110
General 1st Mortgage	3,600,000	7	" "	" "	1885	95½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	102
2d Mortgage	2,000,000	6	" "	" "	1890	100
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	------	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	108
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	----
2d Mortgage	574,000	7	Feb. & Aug.	----------	------	----
3d Mortgage	158,000	7	----------	----------	------	----
Income	250,500	7	----------	----------	------	----
Tunnel Right	1,000,000	7	----------	----------	------	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.	----------	1864	100
3d Mortgage	658,200	8	" "	----------	1876	----
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7	----------	----------	1880	----
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	108
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	107
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	90
River Line bonds	20,000	7	----------	----------	1887	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.	----------	1864	----
C. and T. Income (convertible)	169,000	7	" "	----------	1864	----
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	117
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900	---	June & Dec.	New York.	var.	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	106
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	----
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "	------	40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	---	April & Oct.	New York.	1871	111
1st Mortgage (E. Extension)	1,499,000	---	" "	" "	1875	114
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----------	----------	------	----
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	----
Dubuque Western:						
1st Mortgage	344,000	†	----------	----------	------	----
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	103½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	----
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	---	----------	----------	------	----
Endorsed by State of Tennessee	150,000	---	----------	----------	------	----
Mortgage (ordinary)	790,688	---	----------	----------	------	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---	----------	----------	------	----
Endorsed by State of Tennessee	200,000	---	----------	----------	------	----
1st Mortgage (after State)	100,000	---	----------	----------	------	----
Redeemable in Stock	66,950	---	----------	----------	------	----
Eaton and Hamilton:						
1st Mortgage	757,734	†	----------	----------	var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Florida:—						
Internal Improvement (State)	1,655,000	7	----------	----------	1891	----
Free Land, 2d Mortgage	1,500,000	8	----------	----------	1891	----
Florida and Alabama:						
Internal Improvement (State)	--------	7	----------	----------	1891	----
Free Land, 2d Mortgage	--------	8	----------	----------	1891	----
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7	----------	----------	1891	----
Free Land, 2d Mortgage	200,000	8	----------	----------	1891	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	113½
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	112
Elgin and State Line	180,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	93
Land Security	3,344,600	7	April & Oct.	" "	1881	102
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	98
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				----
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	113
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	120
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	158
Convertible	1,002,000	7	" "	" "	1867	158
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	119
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "			110
Income	20,500	---				----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsbburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "		----
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	111
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		44½
2d Land Grant (Western Div.)	353,600	†	" "	"		44½
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	101
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "		
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	106
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	----
1st Mortgage	1,600,000	7				
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	121½
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	136
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	83½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	114
2d General Mortgage	2,656,500	7	" "	" "	1877	108
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8				
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	110½
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oaksloosa Division	500,000	7		" "		
1st Land Grant	2,000,000	7		" "		77½
2d Land Grant	700,000	---		" "		
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
***New Albany and Salem:**						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
New Jersey:						
Company's (various)	638,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	109½
Buffalo & Niagara F. R. R. B'ds.	24,000	7	Jan. & July.	" "	1864	102½
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	117
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	108
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	109
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	25,502	6	"	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	102½
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	143
Bonds of Dec. 1862, (S. F.)		6	June & Dec	" "	1887	105
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	114
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	118½
3d Mortgage	6,000,000	7	" "	" "	1883	117½
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	123
5th Mortgage	1,739,500	7	June & Dec.	" "	1888	125
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	115
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	101
3d Mortgage	980,300	7	Jan. & July.	"	1867	104
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	106
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	104
2d Mortgage	3,077,000	7†	" "	" "	1861	39
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	102¾
Chattel Mortgage	360,000	10	" "	"	1887	130
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	77½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	60
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	115
2d Mortgage	2,421,000	6	April & Oct.	"	1875	110
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,084,600	6	April & Oct.	"	1870	106
" 1861, "	273,000	6	Jan. & July.	"	1871	100
" 1843, "	1,531,300	6	" "	"	1880	108
" 1844, (convertible)	863,000	6	" "	"	1880	122
" 1848, "	124,000	6	" "	"	1880	110½
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	158¾
" 1856, "	1,470,000	7	" "	"	1886	125
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	114
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	112
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	101
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	89,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	75
2d Mortgage	937,500	7	" "	"	1863	36
3d Mortgage	440,000	7	" "	"	1863	11
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----	----	1866	----
3d Mortgage	1,000,000	7	----	----	1875	----
Six per cents	422,324	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	200,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	129,083	7	----	----	1873	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1862	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	110
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	95½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	91
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	105
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	95½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	245,700	7	----	----	----	90
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	88½
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	28½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
" Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	106
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	109
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	113
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Compa'ny's endorsed by State.	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (----) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	----	101,102	37,866	—	----
28 Feb. '59	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	----	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	----	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	----	*Mobile and Girard*	1,500,000	*	—	----	----	----	----	57.0	236,791	76,773	21,006	—	----
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	----	----	----	----	----	----	1,402,858	695,870	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	----	505,156	260,269	6	----
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	----	----	—	----	----	----	----	—	—	—	—	—	----
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	----	----	—	----	----	----	----	—	—	—	—	—	----
30 Nov. '58	38.5	—	----	107.5	---	---	----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	----	230,251	104,594	----	----
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	----
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,087,500	211,574	4,443,584	122.4	229,088	301,402	126,918	—	----
31 Aug. '63	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	—	4,181,255	73.0	404,297	958,459	596,153	17	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	----	284,485	70,187	4	----
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	----	206,420	97,700	6	----
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	—	—	117½
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,475	oper	ated by	N. Y.	& N. H.	4	----
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	696,827	66.0	156,905	151,731	38,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,754,362	117.4	518,810	1,036,437	454,096	12	121
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,173	353,664	158,927	—	102
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	----	27,283	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	----	*Florida*	----	----	—	----	----	----	----	----	—	----	----	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	----	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	—	---	---	----	*Flo., Atlantic and Gulf Central*	----	----	—	----	----	----	----	----	----	----	----	—	----
-- -- '62	100.0	3.9	10.0	153.5	---	---	----	*Pensacola and Georgia*	----	----	—	----	----	----	----	29.4	----	----	----	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	----	418,036	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	---	---	----	Atlantic and Gulf—M. Trunk	----	----	—	----	----	----	----	30.0	----	----	----	—	----
31 Dec. '60	53.0	—	----	—	---	---	----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	----	53.0	----	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	---	---	----	Brunswick and Florida	755,000	*	—	151,887	----	----	----	31.0	----	----	----	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	----	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	10	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	----	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	----	----	----	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	----	----	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	----	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '62	220.0	—	----	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8,721,057	281.0	976,381	1,225,001	457,794	—	99½
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594	—	13,179,500	263.0	1,308,146	2,412,821	1,206,039	8	148
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	85
1 Apr. '63	242.0	—	----	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	----	1,083,054	448,503	—	67½
31 Mar. '63	181.8	—	----	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,030	228.4	1,030,884	1,529,141	513,100	6	125
10 Nov. '62	33.2	—	—	—	—	—	—	Fox River Valley	580,000	*	—	----	580,000	----	----	84.0	----	----	----	—	----
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1,484,065	2,201,481	1,279,408	6	131
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	----	4,214,342	180.0	----	742,097	377,476	—	65½
31 Dec. '63	454.8	252.5	----	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,571,028	2,118,847	6	151½
-- -- --	—	—	—	81.5	—	—	—	Illinois River	----	----	—	----	----	----	----	—	—	—	—	—	----
-- -- --	148.0	—	----	—	---	---	----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	----	----	148.0	----	----	----	—	----
-- -- --	46.6	—	----	—	—	—	—	Peoria and Bureau Valley	----	----	—	----	600,000	----	----	oper	by Chic.	& R. Is.	125,000	—	----
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	----	----	—	----	----	----	----	—	—	—	—	—	—
-- -- '62	186.0	—	----	----	---	---	----	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	----	----	186.0	----	----	----	—	—
31 Dec. '62	100.0	—	----	—	---	---	----	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	—
-- -- --	1.0	—	----	—	---	---	----	Rock Island Bridge	----	----	—	----	----	----	----	oper	by Chic.	& R. Is.	—	—	----
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	----	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	86
								INDIANA.													
-- -- --	108.0	—	----	—	---	---	----	Cincinnati and Chicago	2,080,483	*	----	1,106,679	1,006,125	----	----	108.0	----	----	----	—	----
-- -- --	29.0	—	----	73.0	---	---	----	Cincinnati, Peru and Chicago	----	----	----	----	----	----	----	29.0	----	----	----	—	----
31 Aug. '57	109.0	—	----	—	---	---	----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	----	249,867	119,342	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	----	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	----	448,858	230,884	9	100
31 Dec. '62	84.0	—	----	—	---	---	----	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	----	450,079	247,338	—	----
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	----
-- -- '59	64.0	—	----	—	---	---	----	Lafayette and Indianapolis	1,850,000	*	----	1,000,000	600,000	----	2,000,000	64.0	----	----	----	—	----
31 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	—	1,538,763	132.0	----	285,974	104,951	—	100
-- -- '58	288.0	—	----	—	---	---	----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	----	645,827	371,402	—	36½
-- -- '58	74.0	—	----	—	---	---	----	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	----	----	----	—	----
30 Nov. '63	73.0	—	----	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,326,955	73.0	357,302	774,618	307,527	13	125
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	---	---	----	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	----	----	----	—	----
31 Dec. '59	86.0	—	----	—	---	---	----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	----	86 0	7 mo's.	85,239	46,771	—	----
31 Dec. '63	100.0	—	----	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100.0	134,831	276,197	155,839	—	----
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	----	—	—	245,000	755,000	----	----	—	—	—	—	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	----	----	38.5	11 mo's.	458,821	21,356	—	----
1 Jun. '59	11.2	—	----	57.3	---	---	----	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	----	----	----	—	----
-- -- '62	135.0	95.0	----	312.0	---	---	----	Mississippi and Missouri	4,198,000	*	—	2,760,000	4,600,000	15,000	----	230.0	----	----	----	—	67
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	----	426,408	227,534	—	----
30 Jun. '57	20.0	—	----	113.0	---	---	----	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	----	20.0	----	----	----	—	----
-- -- '58	13.0	—	----	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	----	----	13.0	oper. by	Cov. &	Lex.	—	----
30 Jun. '62	29.0	—	----	— }	13	10	230	} Lexington and Frankfort	596,728	52,300	—	514,573	180,000	—	746,068	29.0	215,031	78,985	26,794	2	80
30 Jun. '62	65.1	---	----	—				} Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	—	1,655,859	65.1		179,251	62,421	2	66
30 Jun. '63	185.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	268.0	595,258	1,777,983	1,062,165	—	----
-- -- '59	18.8	—	----	70.2	—	—	----	Maysville and Lexington	----	----	—	----	----	----	----	18.8	oper. by	Cov. &	Lex.	—	----
								LOUISIANA.													
-- -- --	22.0	—	----	—	---	---	----	Clinton and Port Hudson	750,666	*	—	----	----	----	----	22.0	----	----	----	—	----
-- -- --	27.0	—	----	—	---	---	----	Mexican Gulf	662,911	*	—	----	----	----	----	27.0	----	----	----	—	----
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	----
31 Mar. '61	206.0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	----	2,665,000	1,150,717	----	206.0	----	1,232,624	555 484	—	----
31 Aug '60	53.7	—	----	135.8	---	---	----	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,263,015	248,969	106,434	1,710,619	53.7	----	----	----	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	3,472,000	40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	78,014	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,632,446	51.3	—	283,197	170,276	6	114½
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	—
31 May, '61	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	110
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	127
31 Dec. '63	133.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,395	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	66
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	—
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,148	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,969	136,191	6¾	118
31 Mar. '63	74.3	8.8	51.1	—	33	72	484	Boston and Maine	3,880,350	400,463	496,903	4,076,974	—	—	5,026,336	119.3	630,840	945,980	450,302	8	133
30 Nov. '62	47.0	7.0	32.5	—	25	40	209	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,362	8	142
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	145
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	70
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	114¾
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912,600	30,000	4,766,000	89.0	452,168	635,629	315,734	—	108
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,750	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	250,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	122½
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,226	—	219,826	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	105
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,933	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,233	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	—
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	....	oper. by	B. & M.	Co.	—	—
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	293,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	25
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	134,058	4,187,740	102.1	388,585	580,150	312,031	6	126
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	100
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	137½
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	464	471,170	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226	—	259,685	150,000	1,456	531,715	11.5	22,218	64,425	20,484	—	14¾
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usaton.	31,409	7	100
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	119
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,208	42,352	1,945,470	ope	r. by T.	and B.	.....	—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	46
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	964,564	8	158½
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,256,645	45.7	164,248	200,744	92,979	5½	90
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	—
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	3,270,623	647,596	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	340,898	.....	—	—
— — —	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
— — —	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
31 May, '63	284.8	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,534,955	329.3	1,448,558	2,946,560	1,674,200	8	151
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	116
— — —	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Soutnern Minnesota*	.....	—	—	.....	575,000	.....	.....	....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	.....	.....	....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	.....	.....	....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	—	—	.....	.....	.....	.....	....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	—	—	—	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	—
31 Aug. '63	206.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	.....	.....	206.8	579,324	1,047,567	420,026	—	62
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	—
31 Dec. '62	52.0	—	3.6	—	—	—	—	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,398	—	—
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	—
30 Sep. '62	86.5	3.0	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,168	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	253,235	65,259	—	—
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	—
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	19½
30 Nov. '62	53.6	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049,738	53.6	263,324	298,056	104,643	—	55
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	867,462	28.1	.....	34,045	10,492	—	—
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	66½
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	—
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	4	101
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	200,000	56,210	.....	20.5	.....	26,120	12,857	—	—
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,426	74,885	7	120½
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	34,916	12,395	—	—
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	86½
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	—	—	—	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,538	—	—
31 Dec. '62	63.9	32.2	.....	8.0	—	—	—	Camden and Amboy	6,070,238	*	3,971,030	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	181½
31 Dec. '62	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	18
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672,113	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,587	774,341	10	175
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	—
31 Dec. '62	33.8	—	.....	—	—	—	—	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,695,704	33.8	512,349	1,111,087	652,124	10	—
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	.....	90,618	29,592	—	160
31 Dec. '62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Er	ie R. R.	53,400	8	—
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Er	ie R. R.	26,500	5½	—
31 Dec. '62	.....	—	.....	—	—	—	—	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	—	—	25
1 May, '62	.....	—	.....	—	—	—	—	South Branch	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	—
31 Dec, '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,907,750	600,000	—	1,907,750	24.0	.....	239,889	124,742	6½	110
31 Dec, '62	38.5	—	.....	47.0	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,963	90,122	46,823	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil
Running *dots* (----) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad: Main Line.	Railroad: Lateral and Branch Lines	Railroad: 2nd Track and Sidings.	Road in progress o projected.	Equipment: Engines.	Equipment: Cars: Passenger.	Equipment: Cars: Freight, etc.	Companies.	Abstract of Balance Sheet: Property and Assets: Railroad and Appurtenances.	Property and Assets: Rolling-Stock.	Property and Assets: Invested in foreign works.	Liabilities: Share Capital paid in.	Liabilities: Bonded and Mortgage Debt.	Liabilities: Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings: Gross.	Earnings: Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								New York.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075	—	—			—	----
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000			600,000	incl.	in Re	ns. & S	arat.	—	----
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,555	224,413	123,939	—	----
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000		498,217	ope	r. by Ti	oga.	44,100	—	----
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	236,036	5.4	454,073	52,327	16,231	3	----
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,967	807,217	14.5	803,720	127,843	10,867	—	48
30 Sep. '62	28.3	—	26.9	1.9	—	169	—	Brooklyn City	1,020,370	312,136	—	1,000,000	170,000	10,000	1,332,506	28.3	2,631,216	491,629	118,390	8	150
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,628	*	—	346,000	146,000	8,000	600,000	5.3	273,289	30,944	2,759	—	58
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176 0	609,076	823,425	275,486	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,838	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,921	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,364	*	—	493,800	7,000	2,717	503,517	10.8	132,036	21,457	----	—	69
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,128	64,237	—	800,000	—	25,000	938,365	6.3	2,458,019	369,985	121,565	12	----
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	incl.	in Erie.	----	30,000	6	----
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858 687	10,469,481	3,511,414	7[illegible]	125[illegible]
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,863	1,363,931	—	3,758,466	9,363,750	298,424	13,420,640	148.0	1,152,545	2,637,529	1,269,954	—	163[illegible]
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,213	2,928,474	100.5	226,611	293,457	109,137	2[illegible]	50[illegible]
30 Sep. '63	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,093,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,859,880	654.9	5,692,223	10,897,631	3 994,999	7	144[illegible]
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,373	1,154,003	456,698	—	156
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y.	Central.	60,000	6	----
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	795,360	22,000	—	875,774	5.0	779,880	89,498	19,429	—	----
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,433	176,753	—	1⅞
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,626	—	396,340	208,500	16,375	815,161	38.1	75,623	140,634	77,550	7	----
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900,028	27.2	----	276,276	66,845	6[illegible]	----
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Watert'n & Ogdensb'g.	3,092,378	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	105
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Ren	s. & Sar.	—	—	----
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,337	882,337	51.3	111,286	146,227	52,258	—	----
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	----	243,066	51,499	—	88
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,089,317	4.0	1,891,960	358,033	88,285	10	185
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	----	—	----
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,757	—	----
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,652,708	104,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	60.0	247,898	271,158	134,958	—	----
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462,500	----	oper. by	Vt. Co.	----	—	----
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	752,601	----	oper. by	the 4	Comp's.	—	—
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	862,089	*	—	811,560	—	—	862,089	34.9	61,344	71,899	6,387	—	----
								North Carolina.													
31 May,'60	94.9	—	6.4	—	----	----	----	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	----	103,953	35,572	—	----
-- -- '58	223.0	—	----	—	----	----	----	North Carolina	4,235,000	*	—	4,000,000	----	----	----	223.0	----	----	----	—	----
-- -- '59	97.0	—	----	—	----	----	----	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	----	----	97.0	----	206,917	108,541	—	----
30 Sep. '60	161.5	15.0	----	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	----	469,458	219,688	—	----
30 Sep. '59	161.9	—	----	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	----
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	----
								Ohio.													
-- -- '58	—	—	—	----	—	—	—	Atlantic and Great Western	613,231	----	—	866,939	—	77,294	—	—	—	—	—	—	----
31 Dec. '62	118.2	—	----	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,126	3,376,255	118.2	----	541,150	234,320	—	----
1 Aug. '61	137.0	—	----	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,256	3,673,000	1,126,458	6,810,432	141.0	----	699,716	230,551	—	12
31 Mar. '63	60.3	—	----	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,155,800	1,334,000	—	3,988,193	198.3	----	877,404	464,415	10	132
31 Dec. '60	30.0	—	----	69.1	----	----	----	Cinc. and Indianapolis Junc.	----	----	—	----	----	----	----	32.0	----	----	----	—	----
1 May,'59	131.8	—	----	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	----	131.8	304,168	190,745	19,180	—	----
31 Dec. '62	135.4	55.8	----	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454,130	191.2	926,628	1,724,917	1,033,687	20	173
31 Dec. '62	67.0	—	----	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	----	3,300,000	1,500,000	—	----	96.7	484,297	1,651,628	975,923	33[illegible]	180
30 Nov. '62	101	102.5	----	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	----	1,436,317	552,800	—	128
31 May '63	109.2	79.4	----	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,667,595	—	7,810,858	188.6	663,371	1,361,537	747,562	4	155[illegible]
31 Dec. '58	61.4	—	----	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	----	61.5	75,120	68,128	19,763	—	----
31 Dec. '58	72.0	—	----	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	----	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,902	ope	r. w. Lit.	Miami.	229,883	15	----
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,454,748	339,553	5,500	2,452,217	2,604,190	810,424	6,509,826	144.0	414,779	663,705	451,540	—	----
31 Aug. '60	36.6	—	----	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	—	36.6	----	62,025	3,565	—	----
31 Aug. '58	16.0	—	----	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	----	1,104,086	16.0	40,064	64,000	33,000	—	----
31 Dec. '61	45.0	—	----	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	----	45.0	----	128,170	33,412	—	----
-- -- '59	36.0	—	----	84.0	----	----	----	Fremont and Indiana	----	----	—	----	----	----	1,358,867	—	—	—	—	—	----
31 Oct. '61	32.0	—	----	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	----	47.0	----	69,352	—	—	----
30 Nov. '58	13.0	—	----	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	----	13.0	24,000	31,126	10,460	—	----
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,158	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,882	1,632,488	689,649	15	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,095	11,164,820	226.6	445,157	620,025	299,630	—	----
30 Apr. '62	192.3	—	----	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	----	829,932	119,032	—	1[illegible]
31 Aug. '58	117.0	8.0	----	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	----	125.0	----	----	----	—	----
30 Jun. '63	153.9	52.0	----	—	31	26	422	Sandusky, Dayton and Cinc.	3,986,868	595,400	232,179	2,697,090	2,488,825	7,800	5,401,088	205.9	418,328	599,880	115,290	—	----
31 Dec. '62	116.0	9.0	----	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,608,237	125.0	214,404	239,395	82 988	—	----
30 Nov. '58	55.6	—	----	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	----	55.6	70,000	110,200	53,100	—	----
31 Aug. '58	19.5	—	----	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	----	—	----
30 Nov. '58	49.8	—	----	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	----	----	—	----
31 Dec. '62	242.4	—	----	—	42	18	753	Toledo & Wabash (16 months)	8,547,168	*	14,038	2,335,550	6,211,618	198,590	8,785,373	250.0	1,614,932	1,938,202	960,462	—	70
								Pennsylvania.													
31 Oct. '62	45 0	—	3.0	136.2	4	6	97	Alleghany Valley	----	----	----	----	378,455	58,811	----	45.0	----	106,924	55,029	—	----
31 Oct. '62	88.0	—	----	—	----	----	----	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	----	----	----	—	----
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	365,365	210,817	8	84
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115,752	3,749,752	146.0	549,045	275,880	----	—	23[illegible]
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56 545	1,384,456	74.5	—	255,560	165,427	8	----
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,505,362	753,463	6	235
31 Oct. '62	35.8	1.1	3.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	598,500	27,478	1,118,168	36.9	130,602	173,393	98,654	—	----
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	Leas'd t	o Northn	Cen.	196,907	334,790	110,368	—	38
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,530	33,826	10	----
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	----	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	77[illegible]
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,799	5,079	—	----
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570,961	1,166,030	289,153	2,026,144	50.5	150,984	196,084	164,134	—	25
31 Dec. '63	80.0	—	16.0	—	18	4	1,246	Lackawanna and Bloomsburg	3,528,993	*	—	1,335,000	2,128,565	232,487	3,767,913	80.0	—	511,824	257,440	—	----
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,363	—	2,297,250	1,465,000	31,547	3,927,385	76.0	367,230	822,927	460,516	8	90
31 Oct. '62	28.3	5.5	8.0	—	10	----	61	Little Schuylkill	1,371,868	*	—	2,256,100	960,000	72,600	3,288,700	33.8	62,155	126,316	68,801	—	49
31 Oct. '62	24.5	105.5	62.5	—	----	----	----	Mine Hill and Schuylk. Haven	3,252 265	*	—	3,250,000	—	—	3,252,265	130.0	—	451,918	174,435	8[illegible]	64[illegible]
30 Nov. '62	55.6	18.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	406,187	—	3,147,350	3,106,360	280,000	6,447,780	66.4	263 334	397,156	218,960	—	37[illegible]
31 Dec. '62	355.6	55.8	318.0	—	253	157	3,871	Pennsylvania	19,306,347	3,582,304	—	13,274,100	9,52[illegible]	—	28,324,213	441.4	----	10,304,291	4,872,21[illegible]	8	79[illegible]
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,521,520	236,289	—	1,243,500	438,900	—	1,852,696	24.0	229,938	262,333	129,742	6	60[illegible]
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,459	6,09[illegible]	157,739	12,129,857	[illegible]	213,574	413,472	80,909	—	37[illegible]
30 Nov. '62	147.4	5.5	187.8	—	143	67	7,300	Philadelphia and Reading	21,762,390	3,765,774	657,130	11,548,929	12,036,100	94,466	25,528,164	356.0	2,088,166	3,911,830	2,096,775	—	82
31 Oct. '62	31.0	—	6.8	48.0	2	2	17	Phila. and Baltimore Central	902,481	27,519	—	213,000	[illegible]	[illegible]	[illegible]	1.0	8,218	7,416	20,861	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

asterick (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	173
31 Oct. '62	95.9	—	34.8	—	37	110	630	Phila., Wilmington and Balt.	6,979 924	744,425	351,129	5,620,500	2,579,000	—	9,508,406	200.5	582,615	2,250,862	1,080,995	9	73
31 Oct. '63	59.5	—	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432	—	1,767,373	1,500,000	82,530	3,565,629	72.0	209,746	215,587	105,356	—	12
31 Dec. '63	468.3	—	73.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,935,173	—	19,932,741	468.3	3,472,914	5,132,934	2,106,623	—	154
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	----
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	----	oper. by	Ph. & R	eading	5	----
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Leas'd t	o Northn	Cen.	40,476	144,728	87,112	—	40
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,500	65,826	797,913	29.6	81,934	134,788	97,862	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	*	—	683,431	953,208	8,000	1,644,639	26.4	105,800	141,101	79,544	—	12
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	.....	62.0	297,700	415,309	199,155	6	121
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	437,917	8,500	—	.....	13.6	23,954	25,594	6,739	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,265	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	----
— — '58	40.3	—	----	—	----	----	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	—	.....	49.3	.....	.....	.....	—	----
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	----	----
31 Aug. '58	22.5	—	----	—	----	----	----	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	.....	.....	.....	5	----
31 July '58	32.0	—	----	—	----	----	----	Laurens	543,403	*	—	400,000	106,218	—	575,729	32.0	.....	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	----	.....	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	----	----	----	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	----
1859	.....	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	----	.....	.....	.....	—	----
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	30	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	----
1859	.....	—	----	—	—	—	—	Nashville and Northwestern	.....	—	—	.....	.....	.....	.....	----	.....	.....	.....	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	—	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	----
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	----
— — '58	56 0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	----
— — '59	28.0	—	----	756.0	----	----	----	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	----
								VERMONT.													
31 Aug. '63	110.3	—	6.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	.....	.....	90.7	99,639	208,867	.....	—	52½
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,393	322,928	61,280	—	----
31 Aug. '62	62.5	----	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	.....	.....	.....	62.5	138,299	140,886	24,579	—	----
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	.....	174.5	679,677	713,418	191,466	—	2
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	.....	1,378,500	ope	r. by Vt.	Central	.....	4	124
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	.....	23.7	53,041	45,273	7,187	—	----
30 Jun. '62	59.0	5.5	3.0	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	21
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	—	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	69½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.6	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	----
31 Dec. '61	199.9	—	24.9	—	----	----	----	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	.....	199.9	.....	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	----	----	----	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	----
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	.....	1,163,734	414,741	—	88
— — '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	----
10 May, '62	104.0	—	----	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.0	364,331	344,769	83,839	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	----
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	----
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	15
— — '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	----
0 Jun. '63	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	----
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	----
— — '62	24.0	—	----	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	.....	.....	.....	—	----
31 Dec. '62	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	.....	.....	.....	—	----
— — '62	54.0	—	----	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	.....	.....	.....	—	----
31 Dec. '62	25.0	—	----	—	4	—	57	Welland	.....	.....	—	.....	750,000	.....	.....	25.0	.....	100,000	19,575	—	----
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	----
1 July, '61	60.0	—	----	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60.0	.....	132,555	36,670	—	----
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	----
								NEW GRANADA.													
Dec. '	48.7	—	—	—	11	22	120	Panama	3,000,000	*	615,658	5,000,000	3,375,000	—	10,763,728	48.7	.....	1,743,294	1,013,444	12	237

New York Stock Exchange.

Actual Sale Prices for the week ending April 6.

	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.	W.6.
American Coal Co.	111	110	110	----	111	----
Buffalo, N.Y. & E., 1M.	----	110	----	----	110½	----
California 7s	134	134	134	----	135	----
Canton Co.	70	70	72½	73½	73½	72
Central Am. Transit	49	49	49	50	55	56
Chicago & Alton	95½	96½	99½	99½	99¾	99¾
" " pref.	100	104	----	108	108	108
" " 1 M.	----	110	----	----	----	----
" " Inc.b'ds	----	----	----	94	----	91½
Chicago, Burl. & Q.	145½	146	145	145½	146	148
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	67⅞	68½	67½	68	68	67½
" " pref.	84	----	----	----	83½	----
" " 1st M.	96	96	95⅝	95½	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	110	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	102	----	102	102	102
Chicago & Rock Isl.	125½	125	123½	125½	124	125
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	173	----	----	----	170½	171
Clev. and Pittsburg	125½	129	126¾	129½	128	128
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	107
" " 4 M.	90	90	----	90	90	----
Clev. and Toledo	149½	149½	150	149½	151	155½
" " S.F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	84	84	85	84¾	87	86
Del. & Hudson Canal	236	236	236	237	240	250
Del., Lack. & West.	----	----	----	----	----	235
" " 1M.8p.c.'71-5	----	----	----	----	114	----
" " 2M.8p.c.'81	----	----	----	----	----	----
Erie	124¾	124⅞	124½	125¼	126½	125⅞
" pref.	113	116	113¾	112½	112¾	113
" 1 M. 7 p.c. '67	----	----	----	----	114	----
" 2 M. 7 p.c. '79	----	----	118½	----	----	----
" 3 M. 7 p.c. '83	117½	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	123	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	125¾	126	126½	127½	127½	131
" 1M.7p.c.'63	----	----	----	----	----	----
" 2M.7p.c.'75	----	----	----	----	----	----
" 1M. Ex.'82	----	----	----	----	----	----
Hann. & St. Joseph	54	54	53½	54	60	59
" " pref.	68	70	70	75	----	----
" " bonds	102	----	----	----	----	----
Hudson River	161	164	162¾	164	164	163½
" scrip	----	----	----	----	----	----
" 1M.7p.c.'69	112	----	112	----	113	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c.'75	158	158	----	----	----	----
" conv. bonds	158	----	----	----	----	----
Illinois Central scrip	148½	149	148½	150	152	151½
" full stock	135	136	136	137	137½	----
" Can.bd.sc.	----	----	131	130	----	----
" bonds	----	----	----	----	119	119
Marietta & Cin. 1st pref.	82½	84	84	88	89	87
" " 2d "	63	63½	63	64	64	65
Mariposa Mining Co.	42	43	41½	38	37	41½
Michigan Central	149	150	150	150½	150	151
" SF.8pc.'82	----	----	----	----	----	----
" conv.8p.c.'69	----	----	----	----	----	----
M. S. and N. I.	117½	118¾	118	118½	116½	116
" " guar'd.	147½	149	150	151½	153¾	156½
" " 1M.S.F.	----	----	114	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	88	89	87½	87½	86¾	88
" " 1st pref.	----	----	----	----	112	----
" " 2d pref.	90	95	93	95	----	94½
" " 1st M.	108	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	83
Miss. & Mo.	61½	----	61	62	63	67
" L.G.bonds	79½	79½	79½	----	78½	77½
Missouri 6s	73½	73½	73½	74¾	73½	73
" iss. to H.&St.J.R.	----	----	93	----	93	----
" " Pacific	75¾	76	76	76	76½	77½
New York Central	143½	144	143½	144½	144	144½
" " 7s, 1864	----	----	----	----	----	----
" " 7s,S.F.'76	----	----	----	----	117	----
" " 7s,conv.'76	----	----	----	----	----	----
" " 6s, S.F.'83	110	----	109½	----	----	----
N. York & Harlem	125	138	139	138	141½	156
" "pref."	----	----	----	----	----	----
" " 1M.7p.c.'73	----	115	----	----	----	----
" " 2M.7p.c.'64	----	----	101	----	----	101
" " 3M.7p.c.'67	----	----	----	----	----	----
Norwich & Worcester	----	----	102	----	----	----
Ohio & Miss. cer.	67½	69	68	67½	67	66½
Pacific Mail S.S. Co.	235	230¾	231	231	230½	230
Panama	----	----	----	----	----	----
Penn'a Coal Co.	219	219	----	222½	224	----
Phila. and Reading	153½	158½	157½	160¾	159	164
Pitts. Ft.W.&Chicago	143½	146	145½	145½	147½	154
" " 1M.	----	----	113½	----	115	114
" " 2M.	109½	----	111½	112	----	----
" " 3M.	101½	----	----	101	----	----
Quicksilver Mining Co.	91	87	88	88¾	86	83
St.L., Alton & T. H.	88	88	88	88	86½	86
" " pref.	98½	99½	99	100½	100½	100½
" " 1M.	----	110	----	----	----	----
" " 2M. pref.	95½	----	----	99	95½	----
" " Inc.b'ds	----	----	92	91	----	----
Tennessee 6s, 1890	----	61½	61¾	----	61¾	61½
Toledo & Wabash	70	69¾	68	68	68½	70
" " Pref.	85	87	----	85	86	88½
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	95	----	----	----	95	95½
" " Int.b'ds	----	----	----	----	----	----
Virginia 6s	50	----	50	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending April 6.

	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.	W.6.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	102	----	
U. S. 5s, 1871, coup.	----	----	----	----	----	
U. S. 5s, 1874, reg.	----	----	----	----	----	
U. S. 5s, 1874, coup.	----	----	----	----	----	
U. S. 5s, 1865, coup.	150	150	----	150¾	----	154
U. S. 6s, 1881, reg.	----	114½	114½	----	----	----
U. S. 6s, 1881, cou.	113	113½	113¾	----	114	113¾
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	120	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	120	----
U. S. 6s, 1 year certif.	----	----	----	----	----	----
U. S. 6s, " " new	99¾	99¾	99½	99½	99½	99½
U. S. 6s, 5-20s, coupon	110	110½	110½	111½	111½	
U. S. 6s, " reg.	111	----	111	111	----	----
7.30 Notes, Feb. & Aug.	----	112	----	----	----	
" " Ap'l & Oct.	----	111	----	111⅝	111½	
American Gold	164½	166½	166½	166½	167¼	168¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 5.

	W.30.	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	24½	----	----	24	23½	----
" preferred	42	42	----	41¾	41¾	42¾
Camden & Amboy	180½	181	180½	181	181½	----
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	----	----	----
" " 6s,'89	----	----	----	----	----	105
Ches.& Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	45	45	----	----
Elmira & W'msport	----	----	38	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	77	----	----	----	77	----
" 6s	110½	----	----	110	----	----
" " scrip	74	----	----	----	----	----
Lehigh Valley R. R.	89¾	89½	89½	----	90	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	49¾	49	49½	49½	49½	----
" " 7s	----	----	----	----	----	----
Long Island	49	----	49	48⅞	----	----
" " 6s	----	103	----	----	----	----
Minehill	----	----	64¾	----	----	----
Morris Canal	76	----	----	----	----	----
" " pref.	140½	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	36½	36¾	36½	37½	----	----
" " 6s. 96	----	----	----	102½	102½	----
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	75	76	----	77½	79	79½
" 1st m.	----	----	115	----	----	----
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	----	----	99½	99½	99	99¾
" " 5s, coupon	101½	----	----	----	101½	102
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	104½	104½	----	104½	----	104¾
" " new	----	110	----	110	110⅝	110½
Philad., Germ. & Nor.	----	59½	59½	60	60	60½
Phila. & Reading	76½	76¾	79	80½	80½	79½
" " 6s, '86	----	----	167½	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	37½	38	----	37¾	----	----
" " " 6s	----	----	----	----	107½	108½
Philad. & Sunbury, 7s	----	----	----	----	----	108½
Schuylkill Navigation	38½	----	38⅞	39¾	41½	41½
" " pref.	46	45⅞	47⅛	47¾	48⅝	47¾
" " 6s '82	----	97	98	98½	99½	100
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	102	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	----	27½	27⅞	28	28	----
" " 6s '78	----	68	----	67¾	----	----
" " scrip	----	----	----	----	----	----
Union Canal, pref.	6½	6½	----	6¾	----	----
" " 6s '83	29	29	30	----	----	30
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal.	77	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	35	37½
Chestnut & Wal. "	----	----	----	----	----	63
Green & Coates, "	----	----	43	----	----	----
Race and Vine, "	----	----	----	----	20	----
2d and 3d streets, "	----	----	----	----	----	75
Spruce & Pine, "	----	15½	----	15½	----	15½

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 5.

	W.30.	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.
Baltimore City 6s, 1875	----	113	----	113½	114	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	110	----	113½	----	113¾
Balt. and Ohio	----	----	113	----	114½	----
" " b'ds,'62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	110½	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	60	60	60½	61½	66	----
" " b'ds,'85	----	----	----	105½	----	106
" " " '95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending April 6.

	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.	W.6.
Boston and Lowell	----	----	113	----	----	
Boston and Maine	----	133	----	----	----	
Boston and Providence	----	----	----	143	----	
Boston and Worcest.	----	----	145	----	----	
Cheshire, pref.	57	58½	58½	59½	----	58½
Concord	----	----	----	----	----	66½
Connecticut River	114¾	----	----	----	----	----
Eastern, Mass.	107½	107½	----	108	108	
Eastern, N. H.	----	----	----	----	----	
Fitchburg	123	----	123½	123	122½	
Manchester & Lawr'ce	120¾	----	120¾	----	----	
Michigan Central	----	----	----	----	----	
Northern, N. H.	83	84	----	86½	----	
Old Colon. and Fall R.	125	125	----	125¼	126	
Ph., Wil. & Baltimore	73½	73½	----	73½	73	73
Portl'd, Saco & Ports.	----	110½	----	----	----	----
Vermont & Canada	124	----	----	----	----	----
Vermont & Mass.	42½	45	47	47	46½	46
Western	157	----	----	----	----	158½
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	129	----	128	----	----
Metropolitan "	65¾	----	65½	----	66	65
Middlesex "	----	----	----	98	98	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	54¾	55½	57	59	61	58¾
Isle Royale "	27½	----	27½	30½	29½	28¾
National "	----	----	----	32½	----	----
Minnesota "	87	----	----	----	----	----
Pewabic "	58½	59	62½	59	67	64
Pittsburg "	----	----	----	----	----	----
Quincy "	95½	95	96	96½	97	----
Rockland "	18½	----	----	18½	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 26th of March:

Maryland 5s	69	to	71
United States 6s, 1881	64	"	66
Do. 5s, 1874	59	"	61
Virginia State 5s	45	"	48
Do. 6 per cent.	32	"	34
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	80	"	81
Do., Pennsylvania do. do.	81	"	82
Erie shares, $100 (all paid)	67	"	69
Do., 7s, preference	60	"	65
Do., 7s, 1st mort., 1867	63	"	68
Do., 7s, 2d mort., 1859	66	"	68
Do., 7s, 3d mort., 1883	60	"	65
Do., 7s, 4th mort.	63	"	68
Do., 7s, 5th mort.	65	"	70
Illinois Central 6s, 1875	84	"	89
Illinois Central 7s, 1875	66	"	68
Do. do. $100 shares, $90 paid, dis.	18	"	17
Do. do. $100 shares, all paid	72	"	74
Marietta and Cincinnati Railroad Bonds	72	"	73
Michigan Central 8s, Convertible, 1869	65	"	70
Do. do. S. F. 1st mort., do., '82.x. c	70	"	75
Michigan S. and N. Indiana 7s, S. F., 1885	60	"	65
Do. do. do. $100 shares	--	"	--
New York Central 6s, S. F., 1883	62	"	64
Do. do. 7s, 1864	55	"	58
Do. do. 7s, S. F., 1876	68	"	72
Do. do. 7s, Convertible, 1876	73	"	78
Do. do. $100 shares	75	"	78
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	102	"	104
Pennsylvania, 1st mort., 6s, Convertible	60	"	65
Do. 2d mort., 6s, do.	87	"	88
Do. $50 shares	43	"	46
Philadelphia and Reading, $50 shares	32	"	35

American Railroad Journal.

Saturday, April 9, 1864.

Stock Exchange and Money Market.

The most interesting financial spectacle at present is the condition of the gold market, as affected by the action of the Treasury, in underselling the street. The prices there have been touched beyond all question, but not so much so either by the reduction first made to the importers of a quarter per cent, or as it afterwards stood on Tuesday at 2½ per cent below the market price. This we think is susceptible of explanation. The operations in the street are not really legitimate in their character. The importers have withdrawn from purchasing there, and have no need to do so, for they find at the Sub-Treasury department a sensible relief in the price. They would of course be insane to give three or four per cent more for gold to the speculators, than they can obtain it for at the Sub-Treasury. They will do no such thing. Who then remain to purchase the com-

modity? Only one single class of persons, viz: the bill drawers; and those in large credit may draw and renew a dozen times in succession, by paying interest and commissions without remitting gold for the bills at all, except at the expiration of their credit. It must also be remembered that our exports weekly are by millions, and the proceeds of these generally go to the credit of these very bill drawers, being transferred as far as they will go by their customers here. The speculation in gold is therefore inevitably left in the hands of those who trade in it as they do in any other article in the street which offers the largest profit. In this case it is believed there has been what may be called a corner, and a good many must have been caught in it. The shorts are at the mercy of the longs, and it is quite possible the quotations will be higher till these are fully matured and liquidated. The public, however, have not the slightest interest at present in the struggle. The importers are clear of it entirely. The loss to many and the gain to the few in this, is a matter which we may record but without any sympathy. It must end, because the fuel will be expended, and the real merchants will not care to keep up a fire to burn themselves. Indeed if it grows too warm for those, who are watching the cauldron, no one would feel particularly regretful. We should not therefore be in the least surprised, if the demand for gold falling off at the Importing houses, the whole affair would flicker out. Further, it will be observed that the demand for export has fallen off lately in a very large degree. The export for the last week was small. It will also have been noticed that the exports of the precious metals for the past year have largely declined.

It has been suggested that the excess of our imports of late may be attributed to a belief in certain leading mercantile quarters, that the tariff will be so increased as to effect the prices of imported goods very considerably, and therefore it is best to anticipate the change, and lay in stocks in advance. This no doubt is an explanation, but as there is in human affairs a compensating principle in some form or other for every change from their normal condition, we may find one in this. When prices rise from extraordinary causes, the consumers need not purchase. Already it is well known that persons of fixed incomes even in large amounts, and certainly those in moderate circumstances, have already adopted a system of economy based on the advance. At the largest retail shop in this Country it is remarked that where dozens of certain articles were formerly sold to customers, a single one is now the usual sale. And this economy can fortunately be practised in a great many cases, where these articles come under the head of *luxe*. Again, a decisive victory on our part would make a most material change in our financial system. It would at once bring the whole remaining cotton product of the South into the exchange market, and bring that down in sixty days to near its former rates. For it would only require three or four weeks to place the whole of it at our ports of shipment, where commercially and financially it would be the same as if it had actually reached Liverpool or Havre. Here in New York as we stated last week we have, it is believed at least 40,000 bales, worth at the present prices *twenty* millions of dollars (not "two" millions as incorrectly stated by us last week). It is observable even now that scarcely a steamer ascends the Mississippi without being loaded with liberated cotton. Red river, will add enormously to the quantity even now finding its way to our home markets.

The disposal then of this large amount of the staple, in affecting exchange would affect gold as well, and this is the danger that prudent importers will do well to consider before they venture on very heavy imports, based on the prospect of a protracted war. Peace came suddenly in 1815, and those who thought it never would come, and did business on that principle were very generally broken down. We repeat it, one great decisive battle ends the war; for the confederates, if they have plenty of corn and whiskey, have no more soldiers or money. Gen. Grant it is expected will not move at all till by absolute superiority in the field, he shall be as sure of Lee and Richmond, as he was of Pemberton and Vicksburg.

There is one other view of our finances worthy of notice, and that is the opinion prevailing in certain quarters that the National Banks will flood the Country with paper. It must be remembered that the capital of the whole of them as yet established is only about forty five millions, and that they cannot issue to this extent by the restricting force of the law. And this will be but a drop in the bucket, compared with the whole currency of the Country, and will not count much more. These Banks will have to return to specie payments just as soon as the Treasury can retire its own legal tenders, and this it can do just as soon as the war ceases. As long as this lasts new loans must be made. When it stops, the treasury will be able to pay its interest, support the civil list, the reduced army and navy list, and attend to the sinking fund. A foreign demand already begun for the leading public securities and beginning to tell upon prices here, within a few weeks with considerable effect, will continue, and we shall find the greater portion of them bought up in Europe to be held, and at a premium which would enrich the American holders by *hundreds of millions*.

It is thus plain that at this moment there is nothing more important to secure our entire financial triumph, but a statesmanship at Washington, which is wise enough not to attempt any more generalship. These qualities do not exist in the same persons usually. The greatest military reverses in all ages have followed the interference of politicians with the management of armies.

A law amending the present National Banking Act is before Congress, clogged with all sorts of amendments. One of these most pertinaciously pressed, gives permission to such old institutions as desire it, to retain their former names. We think this is a mistake. There is much in a name good or bad, but we think it will be seen that these Banks which prefer to retain their old designations will find their circulation affected unfavorably by the retention. In the broad comprehensive word National, there is a charm which will give currency to a bill in all the States. On the contrary, a mere local appellation gives but a local popularity, and detracts from the apparent value. The remedy we proposed months ago, to soothe the pride of the local bankers, was merely to have placed across the face of the new bills, the words "formerly the Bank of." We are confident our anticipations on this subject will prove correct.

Money rules pretty strongly at 7 per cent. There are so many new channels offering profit to adventure, that large numbers of persons are embarking their means in them, and are prepared to go with the current.

The accumulation of gold continues both in the Sub-Treasury and the City Banks. Government securities are firm and in demand. The five-twenties are rising with inquiry for European account. A single foreign House took $400,000 by the last steamer for its foreign correspondents.

The business of the Sub-Treasury on Tuesday was: Receipts, $3,658,504 20—for Customs, $383,000; payments, $4,279,825 98; balance, $37,845,396 82.

State stocks are firm, so are Bank shares, and railway bonds in good repute. The railway share market is pronounced irregular with a tendency to higher figures. The particular fluctuations will be found on examining our tables corrected for the week.

The subscriptions to the ten-forty loan at the Sub-Treasury on Tuesday amounted to $168,850, and at the First National Bank to $409,000.

The aggregate value of the exports of produce and merchandise from this port during the past week was $3,766,748.

The total value of imports of foreign goods at the port of Boston, for the week ending April 1, were $334,164, against $774,377 for the corresponding week of last year. The total value of exports for the same period were $289,660, against $730,520 in the corresponding week of 1863.

The total value of foreign exports from the port of Baltimore for last week was $161,805.

Exchange is firm at 181¾.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Chicago and Milwaukee, 85; Cincinnati, Hamilton and Dayton, 132; Peninsula R. R., 75; Long Island R. R., 100¼; Pacific R.R. 7s, 60; Hannibal and St. Joseph, convertible, 98; At. & Gt. Western (Ohio div.) 1st mort., 100½; Kentucky 6s, 101½; Georgia 6s, 60; North Carolina 6s, 58; Illinois coupon 6s, 1870, 103; do., 1877, 102; do., 1862, 101½; Illinois War Loan, 101½; Brooklyn 6s Water Loan, 108; Citizens Gas, Brooklyn, 112½; Mariposa 1st mort., 70; Copake Iron, 17; Wyoming Coal, 104; Lehigh and Susq. Coal, 18; International Coal, 115; Ashburton Coal, 40; Carbondale Coal, 11¼; Central Coal, 90; Quartz Hill gold, 31; Hope, gold, 12; Briggs gold, 127; Gregory gold, 30; Atlantic and Pacific gold, 33; Denver gold, 15; Central Mining Co. of Col., 17½; Gold Mining Co. of Col., 9; Mendota Copper, 9; Canada Copper, 9; Passaic Copper, 3¾; Maryland Copper, 1½; Bucks Co. Lead, 1¼; Rutland Marble, 23; Sandy River Coal and Oil 1st mort., 101; Ocean Bank, 100; Bank State of New York, 110; Am. Ex. Bank, 120; Continental Bank, 105; Hanover Bank, 105; Atlantic Bank, 100; Importers and Traders Bank, 112½; 4th National Bank, 100; Bank of Republic, 111; Bank of Commerce, 118; Park Bank, 140; Phœnix Bank, 110; Merchants Ex. Bank, 105; Bank of North America, 111; Bank of Commonwealth, 108; Merchants Bank, 112; Metropolitan Bank, 122.

Philadelphia.—Huntingdon and Broad Top, 25;

do., bonds, 104; Chester Valley, 4; do., 7s, 51; Camden and Atlantic pref., 21; Camden and Amboy mort. 6s, 112; Penn. War Loan 6s, 107½; Allegheny Co. 5s, 80¼; Wyoming Valley Canal 6s, 100; West Branch Canal, 125; North Branch Canal bonds, 38; Union Canal, 3⅝; Ridge Avenue R. R., 21; West Philadelphia, 72; 13th and 15th streets R. R., 39; 5th and 6th streets, 63; Lehigh Zinc, 66½; Keystone Zinc, 5; Hazleton Coal, 71; Fulton Coal, 15; Clinton Coal, 2½; Butler Coal, 50; Locust Mountain, 48; Green Mountain, 9¼; Big Mountain, 11⅝; N. Y. and Middle Coal Fields, 17¾; New Creek, 2⅛; Mill Creek, 33; Oil Creek, 11⅛; McClintock Oil, 8; Rock Oil, 7; Mineral Oil, 6; Penn. Central Oil, 3¾; Perry Oil, 11; Irving Oil, 14; Penn Mining, 12⅛; Alace, 5¾; Connecticut, 2⅛; Venango, 2; Amygdaloid, 36; N. Carbondale, 11¼; Marquette, 9½; Tamaqua, 4⅝; Farmers' and Mechanics' Bank, 61½; Commercial Bank, 56; Mechanics' Bank, 29¾; Girard Bank, 49⅜; Bank of Kentucky, 95. The latest quotations are: City 6s, 104⅛@104⅜; do., new, 110¼@110½; State 5s 100@100½; do., coupon, 101@102; do., 6s, 1879, 103½; Phila., Wil. and Balt., 71@72; Reading, 79¼@79⅜; do., 6s, 1870, 105@106; do., 1886, 158@158¾; Camden and Amboy, 181@181¾; Pennsylvania R. R., 78¼@79; do., 1st mort., 120; do., 2d mort., 110; Little Schuylkill R. R., 49¾@50; Morris Canal, 76@80; do., pref., 140@141; bonds, 105@109; do., 2d mort., 102@104; Wyoming Valley Canal, 75@76; do., 6s, 99½@100; Susquehanna Canal, 27⅝@27¾; do., 6s, 67¾@68½; Sch. Nav., 40⅝@41¼; do., pref., 47¼@47½; do., 6s, 1882, 100@100½; Union Canal pref., 6½@7; do., bonds, 29¾@30⅛; Delaware Div. Canal, 45¾@46½; do., bonds, 95; Elmira and Williamsport, 38@38½; do., pref., 54@55½; do., 7s, 1873, 111¼@113; do., 10s, 78; Beaver Meadow, 83@84; Harrisburg, 77@77½; Long Island R. R., 49½@50; Lehigh Coal and Navigation, 77@78; do., scrip, 75@77; North Pennsylvania, 36⅝@37; do., 6s, 102@102½; do., 10s, 125@130; Philadelphia and Erie, 37⅛@37⅝; do., 6s, 107@110; Minehill, 64½@65; Catawissa, 23@24; do., pref., 42¾@42⅞; Lehigh Valley, 89¾@90; do., bonds, 109½@111; Fifth and Sixth streets, (horse,) 61@62; do., 7s, 105⅛@106; Second and Third, 74¾@75¼; do., 7s, 113@114; Race and Vine, 19@20; West Philadelphia, 70@72; Spruce and Pine, 15@16; Green and Coates, 40@43; do., 7s, 100@113; Chestnut and Walnut, 61@63; Arch, 36@37; Thirteenth and Fifteenth, 35@38⅞; Seventeenth and Nineteenth, 21¼; Girard College, 33@34; Tenth and Eleventh, 50@55; Norristown, 58½@60.

Boston.—Northern (Ogdensburg,) 1⅞; do., 2d mort, 39; Rutland and Burlington 1st mort., 75; do., 2d mort., 36; do., 3d mort., 11; Vermont Central, 2; do,, 1st mort., 88¼; do., 2d mort., 28½; Conn. and Pas. Rivers pref., 61¼; Concord and Portsmouth guar., 129¼; Taunton Branch 119; Cape Cod Branch, 70; Pittsburg, Maysville and Cincinnati 1st mort. 7s, 82; Mad River and Lake Erie R. R. 6s, 1900, 71; N. Y. and Boston Air Line 6s, 76; Bear Valley and Summit Branch R. R., 20½; Boston, Newport and New York Steamboat Co., 122½; Rhode Island 6s, 1871, 101; do., 1893, 104¾; Vermont 6s, 1874, 104; Massachusetts 5s, 1883, 118¾; do., 1891, 119; New Hampshire 6s, 1875, 103¾; Maine 6s, 1883 104¾; Portland 6s, 1871, 105; Chicago 7s, 111½; Bath 6s, 1891, 103½; Boston 5s, 1871, 121; do., 1886, 119⅞; Roxbury 5s, 1879, 99¾; Boston Water Power Co., 48½; Cary Imp. Co., 11⅛; East Boston, 15⅜; Essex 109½; Saco Water Power, 207½; Union Land, 55c.; Union Steamship Co., 166; Lorberry Coal, 69; Franklin Coal, 132; Cambridge Gas, 108; Charlestown Gas, 115; Bank of Commerce, 107; Bank of Republic, 100; Mt. Vernon Bank, 100¼; Bank of North America, 99; Traders Bank, 98½; Maverick Bank, 98; 2d National Bank, 117; Merchants Bank, 104½; Tannel Hall Bank, 126¼; Peoples Bank, (Roxbury,) 55; Bank of Commerce, 106¾; Granite Bank, 118¼; Shawmut Bank, 102; Acton Mining Co., 4¼; Albany and Boston, 16; Astor, 6½; Aztec, 10½; Albion Gold, 2; Allouez, 3; Algomah, 2¾; American Gold, 1; Acton Vale, 2½; Atlas, 7; Boston, 6½; Bolton, 1; Bay State, 24¼; Bedford, 2¾; Black River, 64c.; Broome, 3; Chaudiere Gold, 3¾; Copper Falls, 56; Cornwall, 83c.; Chebucto, Gold, 1½; Colonial Gold, 55c.; Colorado Gold, 4; Canada, 10; Columbian, 13½; Chester, 40c.; Champlain, 30c.; Chaudiere 50c.; Dana, 4¾; Dunham, 55c.; Durham, 80c.; Dacotah, 6; Dudley, 4; Eagle River, 9; Everett, 3½; Excelsior Gold, 10½; Flint Steel, 17; French Creek, 2½; Gt. Western, 5⅝; Green Mountain, 5¾; Glencoe, 33c.; Gilbert River Gold, 1¼; Hancock, 13; Huron, 49½; Humboldt, 10; Hanover, 4½; Logan, 2½; Lenoxville, 3⅛; Lake, 29c.; Manhattan, 7; Macomb lead, 4; Madison, 6; Mandan, 6¼; Mesnard, 12; North Cliff, 9; Native, 4¼; New England, Gold, 3½; Northwestern, 14½; National, 32½; N. Sutton, 1⅝; Nelson, 28c.; Ottawa, 1.30; Phœnix, 35; Pontiac, 7¼; Petherick, 16½; South Side, 4¾; Superior, 11½; Star, 10¾; Sutton, 3⅞; Stewart, 2⅞; St. Clair, 4½; St. Mary's, 8¾; S. Bedford, 32c.; Stratford, 2⅞; Toltec, 3¼; Tremont, 4¼; Winthrop, 8¼; West Minnesota, 3; Waterloo, 1½; Wickham, 85c.

Baltimore.—N. W. Va., 21; do., 3d mort., 40; Central Ohio Incomes, 40; Marietta and Cincinnati bonds, 106; Western Maryland bonds, 90; Maryland state 6s, 1870, 112; City Passenger R. R., 24½; Canton Co., 69; Bare Hill, 6.75; Balt. and North Carolina, .40; Springfield, 3.05; Gardner, 1; Md. Copper, 2.15; Santa Clara, 20½; Cambridge, .25; North State, .25; Deep River, .20; Balt. Chrome, 3.05; Rudisell, .70; Silver Lake, 1.50; Marine Bank, 31½; Union Bank, 70½; Merchants' Bank, 108½. The latest quotations are: Balt. and Ohio, 116@120; do., 6s, 1875, 110@111½; do., 1880, 110@110½; do., 1885, 110½@111; Northern Central, 66@69; do., bonds, 1885, 105@108; N. W. Va., 21½@25; do., 1st mort., 108; do., 2d mort., 105; do., 3d mort., 40@40½; do., guar., 101; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 52@55; do., income 1857-'60, 38@40; Western Md. bonds, 89@90; do., guar., 106; Maryland 5s, 92; do., 6s, coupon, 1870, 112@113; do., Ins., 109@113; do., 1890, 112; Baltimore 6s, 1870, 104@105; do., 1873, 105@107; do., 1875, 114; do., 1886, 112½; do., 1890, 111¾@114; do., coupon, 108½@109½; do., 5s, 1838 '70, 100; City Passenger R. R., 23½@24½; Canton Co., 72@74; Deep River, .15@.25; Gardner, 1@1.05; Guilford, .45@.50; Maryland, 2.15@2.20; North State, .20@.25; Rudisell, .65@.75; Silver Valley, .15@.35; Silver Hill, .20@.25; Springfield, 3.05@3.15; George's Creek, 95@102; Santa Clara, 18½@20½; Baltimore and Cuba Smelting and Mining, 185; Balt. and North Carolina, .30@.40; Balt. Chrome, 3.25@3.95; Bare Hill, 6.50@6.80.

Montreal.—Champlain and St. Lawrence R. W., 13½@15; do., preferential, 99@101; do., 6 per cents, 82½@85; Government 5 per cents, sterling, 92@92½; do., currency, 92@92½; do., 6 per cents, 1872, currency, 103@104; Montreal City bonds, 6 per cents, 97½@98; do., Water Works, 6 per cents sterling, 98@98½; Quebec City 6s, 95@96; Ottawa City 6s, 1880, 90@91; Toronto 6s, 1872, 90@92½; County debentures, 80@90; Montreal Consols, $2½@5; Huron Copper Bay, 50@60; Montreal Telegraph Co., 130@131; City Gas Co., 120@120½; City Passenger Railway, 120@122½.

The New Territory of Montana.

The act before Congress defines the new territory by this name as follows: Commencing at a point formed by the intersection of the 27° L. W. from Washington with the 45° N. L.; thence due West on said 45th degree to a point formed by its intersection with the 34th degree W. from Washington; thence due South along said 34th degree of longitude to its intersection with the 44th degree and 30 minutes of N. L.; thence due west along said 44th degree and 30 minutes of N. L. to a point formed by its intersection with the crest of the Rocky Mountains; thence following the crest of the Rocky Mountains northward till its intersection with the Bitter Root Mountains; thence northward along the crest of said Bitter Root Mountains to its intersection with the 39th degree of longitude W. from Washington; thence along said 39th degree of longitude northward to the boundary line of the British possessions; thence eastward along said boundary to the 27th degree of longitude W. from Washington; thence southward along said 27th degree to the place of beginning. This makes it the northernmost territory next the States east of the Missouri Valley.

Canadian Securities in London.

The latest quotation of Canadian Securities in the London market were: Government five per cents 89@91; do six per cents 99@103; Grand Trunk Stock 19@20; do 1st preference bonds 78@75; do 2nd preference bonds 65@67; do 3rd preference stock 49@51; do 4th preference stock 26@28 Great Western Shares 9½@9¾; do 6 per cent bonds 92@94. Atlantic and St. Lawrence Shares, 57@59 x. d. Buffalo and Lake Huron Shares 5½@6; Northern Railway 82@84; Hudson's Bay 18½@19; Canada Land 74@77.

New York Canals.

The Canal Commissioners have resolved to open the canals on the 30th inst.

Northern (Ogdensburg) Railroad.

A dispatch from Albany states that the Legislature has finally passed the bill giving the Ogdensburg Railroad to the second mortgage bondholders.

Wabash Canal.

Water was let into the Wabash Canal on the 31st of March. The canal is now open for the season of 1864.

☞ The bulk of the nickel used by the U. S. Government in making cents comes from the Lancaster County mines in Pennsylvania.

Railroad Extension in America.

Proposals have been issued to the existing holders of bonds of the Atlantic and Great Western Railway for subscriptions for £405,000 additional bonds at the price of 70, to which will yield interest in sterling at the rate of nearly nine per cent per annum, and for which they are entitled to a preference. The line has been completed within its estimated cost, and these bonds will constitute the whole of the mortgage debt to be created on the New York and Pennsylvania divisions. Hitherto the road although only partially opened, has yielded unusual profits, owing partly to the fact of its being in connection with the great oil district, but more especially from its forming the most convenient and direct route for the large and constantly increasing Western traffic from New York. On its complete opening in May next express trains will be run from New York to St. Louis, one thousand two hundred miles, in forty hours, without break of gauge or change of carriages. A large business on the line is likewise being opened up for the supply of coal to Canada. The present bonds are to be redeemable in sterling at par by means of a sinking fund in nineteen years.—*London Times*, March 24.

The Quicksilver Mine Case.

WASHINGTON, April 4.—In the case of Chas. Fossalt, appellee, *vs.* the United States, the opinion of the Supreme Court was delivered by Justice Nelson to-day, establishing the southern and eastern boundaries of Fossalt's grant, as including the mine. The southern boundary is the Great Sierra, which defeats the pretensions of the United States. The eastern boundary is the straight line by the east base of the Low Hill, thus throwing the mine Berreyesas on Fossalt's ranch. The Court orders a decree confirming the survey of December, 1860, and filed January following.

Pittsburg and Connellsville Railroad.

Benjamin H. Latrobe, Esq., president of this road, invites proposals for the gradation, masonry, bridge superstructure, ballast, cross-ties and track-laying of the Pittsburg and Connellsville Railroad, between Connellsville and Cumberland, embracing a distance of about eighty-seven miles, in sections of about one mile each. Specifications are now ready, and proposals will be received until the 23d of this month.

U. S. Securities Abroad.

The following is an abstract from a late commercial letter from Frankfort, Germany, touching the large demand on the continent of Europe for United States Stocks:

"Transactions in United States Stocks are large and increasing. On one day in March the Rothschilds bought all that was offered in the Bourse, and their purchases that day amounted to over $100,000. They have again been buying. Another firm, P. N. Schmidt, sent over to New York, and subscribed for $100,000 of the 5-20's just before the subscription closed. Capitalists are selling Austrian securities and investing in American. Two other firms in Frankfort are bringing out large amounts for sale to supply numerous orders coming in from various towns in Germany. These banking houses are M. A. Grunebaum & Ballin, and Speyer, Ellisson & Co., who, perhaps, do the largest business in this line. They have branch houses in New York. It is probable that the extensive orders for U. S. 5-20's will have a favorable influence in lowering the ratio of exchange on Europe. The quotations now are 66¾ for 5-20's, and for those of 1861, 66½. The calculation is made that over $6,000,000 have been purchased in Southern Germany alone, within the last four or five weeks, while in Holland a still larger amount has been taken by the bankers. Rate of interest is now 3 to 3½ per cent., and money bundant."

Albion Gold Mining Company.

This is a company that has just been organized under the statutes of the Commonwealth, with a capital of three hundred thousand dollars, with twenty thousand shares in the treasury, and a cash fund of ten thousand dollars, thus giving it quite a strong working capital. The mine is located in the Montague District, near Halifax, N. S., and consists of the well known O'Connor, Farrell, McQuary and Robinson & Co. claims, together with about seven hundred and eleven acres of mining land adjoining them, and embraces the best lands in the Montague District. These claims have produced as high as 60 ounces of gold to the ton; and in December, 1863, four men at work on this property divided in five weeks, after paying all expenses, $1,200 in gold as the proceeds of their labor, with simple pick and drill. Prof. Silliman advised the purchase of this property, after carefully examining the Gold Fields of Nova Scotia, and states in his report upon the same, that his facts in relation to the Montague District were collected from his investigations upon this property.—*Com. Bulletin.*

New England Mining Company.

The New England Mining Company of Colorado has 50,000 shares, par value $5. Capital $250,000; has a valuable, unencumbered property in a productive condition, with $15,000 in the treasury—has no liabilities and not subject to assessment. A. H. Potter, *President;* J. Wetherbee, Jr., *Treasurer;* Hon. Rodney French, *Superintendent.*

Astor Mining Company.

This is one of the new Companies recently formed, and from its prospectus, vouchers and management, it promises to be one of the best Companies on Lake Superior. It is on the Great Bay State and Phenix veins, and nearly adjacent to these mines. There are now $20,000 in the treasury of the Company, as a working capital; and with the known integrity and ability of the management of this Company, their good standing in the community. and the fidelity and good practical common sense and judgment of their Superintendent at the Lake, and the business character of the Stockholders, this appears to be as promising and remunerative an investment as is now offered—*Boston Post.*

Montezuma Gold Mining Company.

The property of this company is situated in Nevada District, Colorado Territory, about four hundred feet from Nevada Gulch, only one-fifth of a mile from Central City, and easily accessible by good roads: it was discovered and worked as early as February, 1860, and secured by the owners as among the most promising developments of the gold bearing region. The original owners, it is stated, divided $40,000 in gold as the net proceeds of eighteen months work by rude processes of extraction, without the aid of machinery or engines. The present Company intend to put up a 36 stamp quartz mill fitted up with all the recently improved fixtures and gold saving apparatus, and of power sufficient to work off three cords of ore a day, producing from six to nine hundred dollars of gold per cord. A letter from Hon. H. A. Johnson, Judge of the Supreme Court of Colorado, speaking from personal observation of the property, says:

"I believe the yield will be more than tripled by the operations of such new and improved machinery as your Company will erect."

The following is a list of the officers of the company: President, R. S. S. Andros; Treasurer, F. B. Webster; Directors, R. S. S. Andros, Andrew McKinney, Jesse A. Locke, F. B. Webster, Francis Bush, W. H. Hollister and Stillman B. Allen.—*Com. Bulletin.*

The New Coinage.

The act now before Congress creating new one cent and two cent pieces, provides that the alloy shall consist of 95 per cent. copper, and 5 per cent. tin or zinc. The weight of the cent is to be 48 grains, that of the 2 cent piece 96 grains or 1-5th of an ounce Troy.

Atlantic and Great Western Railway.

Mahoning Division.—The Cleveland and Mahoning Railroad, which since its lease to the A. & G. W. Railway has been known as the "Mahoning Railroad," and operated as a partly independent line under the Superintendency of C. L. Rhodes, will, on and after April 1st be merged into the Atlantic and Great Western Railway, and be operated as the "Mahoning Division" of that line. Mr. Rhodes retires, and the entire line will be under the General Superintendency of Mr. H. F. Sweetser, and all the rules and regulations of the Mohoning line that vary in any degree from those in force on the main line, are abolished. Returns of all descriptions are to be furnished direct to the general officers of that line. Cleveland is now, in name as well as in fact, the present terminus of the Northwestern trunk line of the Atlantic and Great Western Railway.—*Cleveland Herald.*

Exports of Petroleum.

The foreign exports of petroleum from the United States from January 1, to April 1, 1863 and 1864, have been as follows:

From		1864.	1863.
Boston,	gallons.....	354,986	908,165
Philadelphia	"	987,174	1,374,835
Baltimore	"	211,652	360,163
Portland	"	976	155,463
New York	"	4,044,486	6,873,861
Totals		5,599,274	9,672,487
Decrease in gallons.....			4,073,213

☞ The Laconia (N. H.) *Democrat* states that the Directors of the Boston, Concord and Montreal Railroad are consulting with committees of the inhabitants of Whitefield, Dalton, Lancaster, &c., upon the propriety of making the attempt to extend the railroad from Littleton to the Grand Trunk Railroad, at Northumberland. The people there think they can build about ten miles of road a year by having a little assistance from the lower roads or the people below. The whole distance is twenty-eight miles.

☞ The Baltimore City Councils have resolved to extend the time for receiving proposals for the sale of the dividend stock in the Baltimore and Ohio Railroad Company belonging to the city until Monday, April 11th at noon, or until such time as the commissioners of finance may determine.

☞ The City Council of Louisville, Ky., has passed an ordinance granting the privilege of building street railroads, and awarding the contract to Gen. Boyle and others.

Coal at One Mill per Bushel.

A member of Council, one of the late Coal Committee, has received a letter from a gentleman owning coal lands in Perry county, on the Cincinnati, Wilmington and Zanesville Railroad, offering to contract with the city to furnish coal, in the mines, at one mill per bushel! At this rate, we would think that by proper management, we need never have another "coal famine."—*Cin. Gaz.*

☞ The Logansport, Peoria and Burlington Railroad was sold in Chicago by H. W. Bishop, jr., esq., Master of Chancery of the U. S. Circuit Court for the Northern District of Illinois (upon a decree of said court), to Chas. L. Frost, Edward Weston, and Henry G. Marquand of New York. The purchasers own a large majority of the bonds against the road.

☞ Hon. George Wells has resigned the office of President of the Annapolis and Elkridge Railroad Company, and Joshua Brown Esq., who has been connected with the road as Superintendent, from a very early period after its completion, has been unanimously chosen by the board of directors to fill the vacancy.

Western Maryland Railroad.

In view of the interest which the city has in the Western Maryland Railroad, at the instance of Mr. Evans, of the City Council, a very comprehensive resolution of inquiry was adopted, and addressed to Mr. Robert J. Irwin, president of the road, a few days since. He has returned an answer, embodying facts in relation to its financial condition, construction, prospects, &c. The funded debt is $600,000, represented by the bonds of the company, $200,000 whereof have been guaranteed by the mayor and City Council of Baltimore, and these were sold at par, the rate of interest being six per cent., which was paid up to November 1st, 1862, the time at which the road was placed under the control of the company by the contractors for building and equipping it, and since that date it has been paid from the net earnings of the road, and at no time has the capital been invaded for such a purpose. As to whence they expected to realize the funds for the future payment of the interest, they refer to the rapidly increasing monthly savings from the part of the road now completed.

There is no interest in arrears, and the floating debt is $37,000, upon which the company is chargeable with six per cent. interest, and the indebtedness is held by various individuals and corporations in Carroll County. The road was constructed for $700,000, under contract, not inclusive of the costs of right of way and other matters not immediately connected with construction.

The road has been constructed in the mode used in an undulating country, with grade light, comparing favorably with other roads, and the general construction is of a permanent character. The rolling stock is in good order, and is estimated to be worth $82,000—at present prices their cost would largely exceed that amount. There is $20,000 of subscribed stock outstanding, for which suits have been instituted, and the questions of law have been decided in favor of the road by the Superior Court of Baltimore City. The test case has been taken to the Court of Appeals by the defendant.

Reference is made to the enthusiastic and encouraging meetings which have been held in favor of the road, especially in Washington County, where its terminus will be, at Hagerstown. It will cross the South Mountain, but at what point has not yet been determined. It is intended to press the construction to Hagerstown at the earliest practicable time. The general route which would be adopted by the company for an extension to the city, independently of the Northern Central Railway, would be upon the line of Gwynn's Falls, from Owings's Mills to the western or northwestern section of the city, or from the Relay House in the southeastern section of the city. The length of the former line would be about twelve miles, and of the latter eight miles. Neither of these routes have yet been surveyed, nor has any estimate been made. After alluding to what has already been done, an earnest appeal is made to the Council to consider the importance of this enterprise at this time, and not to permit its safety to be imperiled by any attack, open or insidious. —*Baltimore Sun, April* 2.

Coal in Minnesota.

The St. Peter's *Tribune* of the 16th instant says: "Coal has been found between Lakes Jefferson and Washington, Minnesota. The coal was found some ten feet beneath the level of either of the above lakes, and if these beds of coal prove as fine and rich as the land in that vicinity would indicate, it will be an immense resource to the State. These beds, without doubt, extend to the valley of the Minnesota River, and in this direction some eight miles; and toward the east to the Cannon River, or even to the Zumbro, or perhaps to Root River, but there it will be found to a much greater depth if the dip is there found. We have no doubt it will be found in that direction when boring is introduced and properly used."

Railroad Earnings—Weekly.

The earnings of the Chicago and Alton Railroad Company for the week ending March 31, were:

	1864.	1863.
Passengers	$17,591 54	$13,230 65
Freight	24,935 76	17,968 00
Sundries	1,830 48	2,292 27
Total	$44,357 78	$33,490 32
Increase 1864		$10,867 46

The traffic of the Great Western Railroad for the week ending March 25th, 1864, was as follows:

Passengers	$21,621 17
Freight and live stock	52,316 30
Mails and sundries	1,241 18
Total	$76,178 65
Corresponding week of 1863	71,498 17
Increase	$4,680 48

The earnings of the Grand Trunk Railway for the week ending March 19, 1864, were:

Passengers	$26,105 00
Express freight, mails and sundries	2,500 00
Freight and live stock	77,177 12
Total	$105,782 12
Corresponding week, 1863	83,751 39
Increase	$22,030 73

The earnings of the Michigan Southern and Northern Indiana Railroad for the 4th week of March, 1864, were $133,905 00
Corresponding week of previous year. 82,346 00
Increase $51,559 00

The earnings of the Galena and Chicago Union Railroad for the week ending March 31, were:

	1863.	1864.
Freight	$22,080 00	$44,497 53
Passengers	10,870 67	18,219 14
Mails, &c	5,636 27	1,300 00
Total	$38,586 94	$64,016 67
Increase 1864		$25,429 73

The earnings of the Marietta and Cincinnati Railroad for the 4th week in March, were:

	1864.	1863.
Passengers	$11,645 64	$6,391 75
Freight	16,776 89	11,631 30
Mail, express & telegraph	1,089 19	1,019 69
Total	$29,511 72	$19,042 74

Interest and Dividends.

The New York, Providence and Boston Railroad Company have declared a quarterly dividend of three per cent., free of Government tax, payable on demand.

The Beaver Meadow Railroad Company have declared a quarterly dividend of 2½ per cent., payable April 7th.

The Housatonic Railroad Company has declared a dividend of $4 per share on the preferred stock, payable on the 15th inst.

A dividend of three per cent. on the capital stock of the Potomac Coal Company has been declared, payable on the 15th of April next, to the holders of stock April 1st, at the office of the Treasurer, No. 18 City Exchange, Boston.

☞ The Oswego *Times* says: "The work on the Oswego and Rome Railroad is progressing most favorably, and we shall soon enjoy the benefits of its completion. The gentlemen having the matter in charge deserve commendation for the very energetic and thorough manner in which the work has been prosecuted."

☞ The officers of the Northern Central Railroad Company are making preparations for the location of another track on that portion of their road between Dauphin and Sunbury, a distance of about forty-five miles. This is rendered necessary not only by the immense tonnage now carried over the road, but the additional heavy trade that will be thrown upon it on the completion of the Philadelphia and Erie road, the ensuing summer.

☞ The bondholders of the Pittsburg, Fort Wayne and Chicago road, at their meeting in this city on the 7th inst., acceded to the request of the stockholders in regard to the sale of stocks for new work, and applying earnings to dividends after proper deductions for sinking funds.

☞ The Philadelphia, Wilmington and Baltimore Railroad Company are pushing forward the grading and bridging for the double track as rapidly as the weather will permit. It is now graded some distance south of Charlestown.

Railroad Franchise.—Injury to Adjacent Real Estate.

The case of Milhau and others against Sharp and others, recently decided in the New York Court of Appeals, involving the right of property holders along the line of a proposed railroad to be constructed under a grant from the City of New York, to enjoin the construction of such road, and also involving the determination of the question of franchise is worthy of attention as differing in some important particulars from previous cases in the same court. The plaintiffs, property holders in the City of New York obtained the judgment of the Supreme Court, restraining and enjoining the construction of the road. The defendants, the grantees of the franchise appealed. The other facts sufficiently appear from the following abstract of the opinion:

By the Court:—Selden, J.—In the present aspect of the case there are but two material questions presented for consideration: 1. Had the Common Council authority to grant to the defendants the right to construct and maintain a railway through Broadway, upon the terms specified in their resolution of Dec. 30, 1853. 2. If that grant was not valid, have the plaintiffs shown such prospective special injury to their rights as entitles them to the relief granted by the Supreme Court.

The first question was distinctly presented to this Court, and decided adversely to the validity of the grant, in the case of Davis *vs.* the Mayor, &c., of New York, (14 N. Y., 506.) In determining that question, the provisions of the resolution granting those privileges must be regarded as indivisible. I allude only to the essential features of the plan. The thirteenth and fourteenth articles, which assume to authorize the creation of a joint stock association, and to provide for the transfer and forfeiture of shares and the general management of the affairs of such association, may be disregarded without touching upon the main objects of the resolution. I, therefore, lay out of view those articles, as having no bearing upon the question as to the validity of those parts of the resolution upon which the defendants rely. The provisions giving the right to lay the track of the railway, determining its location, width and manner of construction, the quality of the cars, the times of their running, the motive power to

be used, the maximum rates of toll to be charged, the amount of license fees to be paid, and the duration of the privileges granted, are all parts of a single scheme which are incapable of separation. The whole scheme is valid, or no part of it. These privileges, whether they create a monopoly or not, constitute a franchise. The definition of a franchise by Bouvier, is "a privilege conferred by grant from the Government and vested in individuals." Kent says, (3 Com., 458): "The privilege of making a road or establishing a ferry, and taking tolls for the use of the same, is a franchise." Railroads certainly do not form an exception (8 Paige, 45; 14 N. Y., 523.) Monopoly is not an essential feature of a franchise. A corporation with banking powers would be no less a franchise if there were no law restraining private banking, which alone gives to banking corporations the character of monopolies.

The granting of franchises was a part of the prerogatives of the British Crown (Finch's law, 164,) which on the severance of the colonies from Great Britain became vested in the people, and no franchise can be created in this State without authority to create it derived from the people through the Legislature. The corporation of New York can grant ferries, (or at least could do so prior to the act of May 14, 1845, on this subject,) because that power has been expressly granted to it (1 Hoff. Est. and rights of the corporation of N. Y., 275, 281, 286; Benson *vs.* the Mayor, &c., 10 Barb., 223,) but neither the Common Council has been authorized to create a franchise of the character of that described in the resolution under consideration. It follows that the resolution, relating to a subject not within the powers of the body passing it is merely void.

The remaining question is, whether the plaintiffs have shown such prospective special injury to their rights as likely to result from the construction of the railway, if such construction should be allowed, as to entitle them to the perpetual injunction granted by the judgment appealed from.

The material facts found by the judge at the trial bearing upon this question are as follows, viz: "that the plaintiffs were severally owners and occupants of buildings fronting on Broadway and of the lots of land upon which said buildings were erected, as particularly set forth in the complaint, and that the establishment of a railroad in Broadway would be specially injurious to said property of the plaintiffs, and other property similarly situated in the same part of Broadway. The defendants do not deny that they design to construct the railway, and threaten to enter upon Broadway and take up the pavement for that purpose as alleged in the complaint, and they claim to justify their action in this under the resolution of the Common Council.

There is no express binding either way upon the question (upon which the parties in their pleadings are at issue,) whether the plaintiffs own the fee simple of the lands in front of their respective buildings to the centre of the streets, or not. If it should be considered that such title in the plaintiffs was necessary to justify the finding that the railroads would be specially injurious to their property, this Court would be bound to infer, in support of the finding, that that fact was established. (Carman *vs.* Pultz, 21, N. Y.; Grant *vs.* Morse, 22 Id., 313.) It was held by this Court in the case of The People *vs.* Kerr, *supra*, that the plaintiffs had no title to the lands over which the streets passed in front of their lots, and therefore could not maintain an action to prevent the construction of a railroad in such streets. It appeared, however, in that case that the land in front of the plaintiffs' lots were taken for the streets, under the act of 1813, and it was held that where streets were opened under that act, the fee of the lands was vested in the Corporation. In the present case it appears that all that part of Broadway which is below Union place was opened as a street prior to 1813, and no evidence is furnished to us of the extent of interest taken by the Corporation in streets so opened. We must, therefore, hold in accordance with the general rules that the proprietors of the adjoining lands own to the centre of the street.

Assuming, therefore, as we must, from the case, that the defendants were about to construct a railroad along Broadway in front of the plaintiffs' building, over lands of which they had the title, subject to the easement of the street, and that such railroad when constructed, would be specially injurious to the plaintiffs' property, the right of the plaintiffs to a perpetual injunction to prevent such injury would appear to be free from doubt. Judge Story, speaking of private nuisances which will justify the interference of a Court of equity, says: "There must be such an injury as from its nature is not susceptible of being adequately compensated by damages at law, or such as, from its continuance or permanent mischief, must be a constantly recurring grievance, which cannot be otherwise prevented but by injunction." (2 Story's Eq. §, 925.) In the case of Williams *vs.* The New York Central Railroad Company (16 N. Y., 91—111), which was a case similar to the present, except that the railroad had been built and was in use, and damages were claimed for past injuries as well as perpetual injunction against their continuance, it was said, in the opinion of the Court, "although the plaintiff had a remedy at law for the trespass, yet, as the trespass was of a continuous nature, he had a right to come into equity, and to invoke its restraining power to prevent a multiplicity of suits, and can, of course, recover his damages as incidental to this equitable relief." The application in such cases is as appropriate to prevent injury where it is threatened as to arrest it after it has been commenced. (Corning *vs.* Lowerre, 6 John, ch 439; Angel on Highways, § 283; 2 Story's Eq., §§ 825, 826 and 924.)

It is insisted by the defendants' counsel that the finding of the Judge at the special term shows that the injury complained of was a public and not a private nuisance, and that consequently a private action to prevent or restrain it could not be maintained. It is not an available objection to actions of this nature that the wrong complained of constitutes a public nuisance, provided the plaintiffs are subjected by it to any special injury, not common to the public, or to large classes of people. (Doolittle *vs.* Supervisors of Broome County, 18 N. Y., 160; Corning *vs.* Lowerre, 6 John, ch 439; 2 Story's Eq., § 924. a; 2 Waterman's Ed. on Injunctions 267-8.) This principle is not controverted, but it is insisted that the finding that the railroad "will be specially injurious to the property of the plaintiffs, and other property similarly situated in the same part of Broadway," shows the case to be one of public nuisance only, without any special injury to the plaintiffs; that the finding of a special injury to one and to others similarly situated, is the finding of a common and like injury to all, and that "such a common injury is a common or public nuisance." This is not a fair interpretation of the finding at the special term; and is entirely inadmissible under the liberal rule applicable to such cases, laid down in Carman *vs.* Pultz, and Grant *vs.* Morse, above referred to. The fair meaning of the language is, that the railroad would be specially injurious to the property of each of the plaintiffs, in severalty, and in like manner specially injurious to the separate property of others similarly situated, that although the cause of the injury would be common, the special injury of each would be several and direct, and not merely consequential. This interpretation of the languarge in question, which is the natural and obvious one, when it is read in connection with the other facts of the case, answers the objections of the defendants' counsel, and renders it unnecessary to examine particularly the numerous cases referred to on the argument. In none of them has it been held that an injunction to prevent a public nuisance could not be obtained by a private individual suffering, or likely to suffer, a special injury from it, not common to other people, under circumstances which would entitle the same person to an injunction if the nuisance were a private one merely.

The judgment of the Supreme Court should be affirmed.

☞ At the recent session of the Maine Legislature an act was passed relating to the foreclosure of railroad mortgages, which provides that the second mortgage holders or later mortgage bondholders may come in and redeem and hold for the benefit of themselves. This gives an extension of one year to those who may wish to avail themselves of the act.

An act was also passed providing means for the defense of the northeastern frontier. This act grants to the European and North American Company the timber on ten townships of land, all the claims of the State against the United States up to 1860, and, in case Massachusetts will surrender the claims held jointly with Maine against the general government and assign to the company the balance due her for public lands bought of her by the State in 1853, all the State lands on the Aroostook and St. John, the proceeds to go into the State Treasury and be paid out to the company after they shall complete the road to Lincoln, in the proportion of $10,000 for every mile completed beyond that point. All the lands in Piscataqus county are set apart for the construction of a branch line to the Brownville slate quarries and Katahdin iron works.

The amount of appropriations made for the current fiscal year is $4,707,911 55. Among the items are the following: Temporary loan of February 3, $500,000; war purpose, $50,000; State prison, $12,200; military purposes, $1,500,000; reform school, $10,000; insane hospital, $17,000; soldiers' allotments, $500,000; aid to families of volunteers, $661,374 66; interest on public debt, $242,900; bounties to volunteers, $2,350,000; refunding bounty advanced to towns, $100,000; public debt, $53,000, balance due on school funds, $89,515 55; salaries of public officers, $34,000.

☞ The three west spans of the Troy and Greenfield Railroad bridge over the road and Green river, just south of Greenfield, fell from their own weight on Saturday.

PROPOSALS.

SEALED PROPOSALS will be received at the office of the Minnesota Central Railway Company, in Minneapolis, Minnesota, until the 5th day of May, 1864, at 12 o'clock noon, for the grading, masonry and bridging on the branch line of said road from Mendota to St. Paul.

This work comprises a large amount of sand rock excavation, and the masonry and superstructure of a bridge across the Mississippi River.

Notice is hereby given that on or about the same date, the work of completing the grading, masonry and bridging on the main line of said road, from Farribault to the Iowa State line, (57) fifty-seven miles, will be contracted for.

The work upon the branch line is of a very heavy character and is worthy the attention of responsible contractors.

Payments will be made monthly, in cash, and bids received for the work in small or large quantities, the company reserving the right to reject any bids not satisfactory as to price or as to the responsibility of the parties making the same.

For information with regard to said work, application may be made to the company's Chief Engineer, at Minneapolis, Minnesota.

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D. S. SHEPARD, Chief Engineer. 4t15

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ASSETS OVER $1,250,000.

MARINE and Inland Transportation risks on Vessels. Freight and Merchandise insured on the most favorable terms.

Policies are issued, loss, if any, payable in Gold, or at the office of RATHBONE, BROTHERS & CO., Liverpool, if desired.

Parties effecting insurance at this office may participate in the Scrip dividend of profits, or receive an equivalent cash discount, at their own option.

The risk of war covered at the lowest current rates.

ELLWOOD WALTER, Pres't.
CHAS. NEWCOMB, Vice Pres't.
C. J. DESPARD, Secretary.

CENTRAL PACIFIC RAILROAD COMPANY OF CALIFORNIA.—The coupons due Jan. 1, 1864, on the Mortgage Bonds of this Company, will be paid on and after the 1st proximo, in gold coin, less Government tax, at the office of EUGENE KELLY & CO. No. 36 Wall street. 1md21.

PATENT SOLID EMERY WHEELS.

THE New York Emery Wheel Company, after a long series of experiments have so perfected the method of manufacture of their improved wheels as to be able in future to fill promptly all orders for wheels in quantities. Our invention is pronounced by all who have used our improved wheel to be superior in every respect to any method heretofore known for combining emery for cutting, grinding or polishing purposes. Our Emery oil stones are superior to the Arkansas stone. Emery hones, knife sharpeners, etc., constantly on hand. Send for circular and price list. Address JOSIAH BARTLETT. Office No. 51 Beekman st., (up-stairs,) New York.

OFFICE OF THE

COLUMBIAN (MARINE) INSURANCE COMPANY,

Corner of WALL and NASSAU Streets.

CASH CAPITAL.... $1,000,000

Total Assets, June 2nd, 1863, less Losses adjusted and paid, $2,008,651 03.

LOSSES PAID IN GOLD

Upon RISKS on which the PREMIUM is paid in like Currency.

DEALERS with this Company will be allowed the option (to be signified at the time of application for insurance) of receiving in lieu of scrip, at the end of each year, Returns in Cash, of premiums paid and earned during the year, upon all new risks under the New York form of policy, as follows:

1st. Upon every OPEN policy (CARGO RISKS) upon which there shall have been earned and paid $300 and upwards, a return of TWENTY PER CENT.

2d. Upon other voyage risks upon CARGO and FREIGHT, a return of FIFTEEN PER CENT.

3d. Upon TIME risks upon HULLS and FREIGHT, a return of TEN PER CENT.

Such privilege, however, being confined to persons and firms, the aggregate of whose premiums upon such policies earned and paid during the year shall amount to the sum of One Hundred Dollars.

B. C. MORRIS, President.
THOS. LORD, Vice-President.
WM. M. WHITNEY, 2d Vice-Pres't & Sec'y.

BRASS SWITCH LOCKS,

MARKED with Initials of Road, with chains and keys. **EXTRA LOCKS AND KEYS**—when ordering Locks and Keys to match others, enclose key in letter.

WILLIAMS & PAGE,
67 Water street,
BOSTON.